

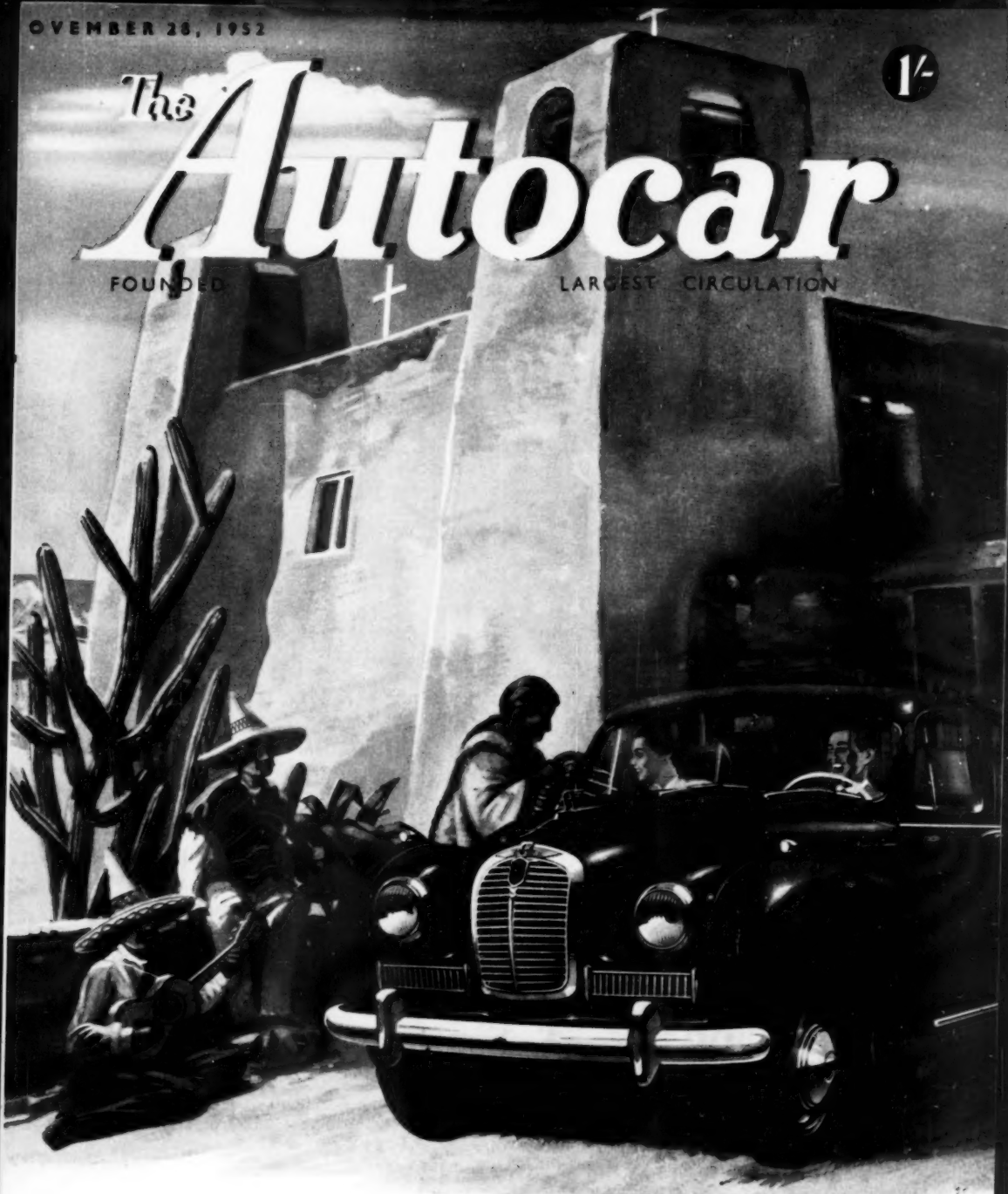
OVEMBER 28, 1952

# The Autocar

FOUNDED

LARGEST CIRCULATION

1½



## DOWN MEXICO WAY

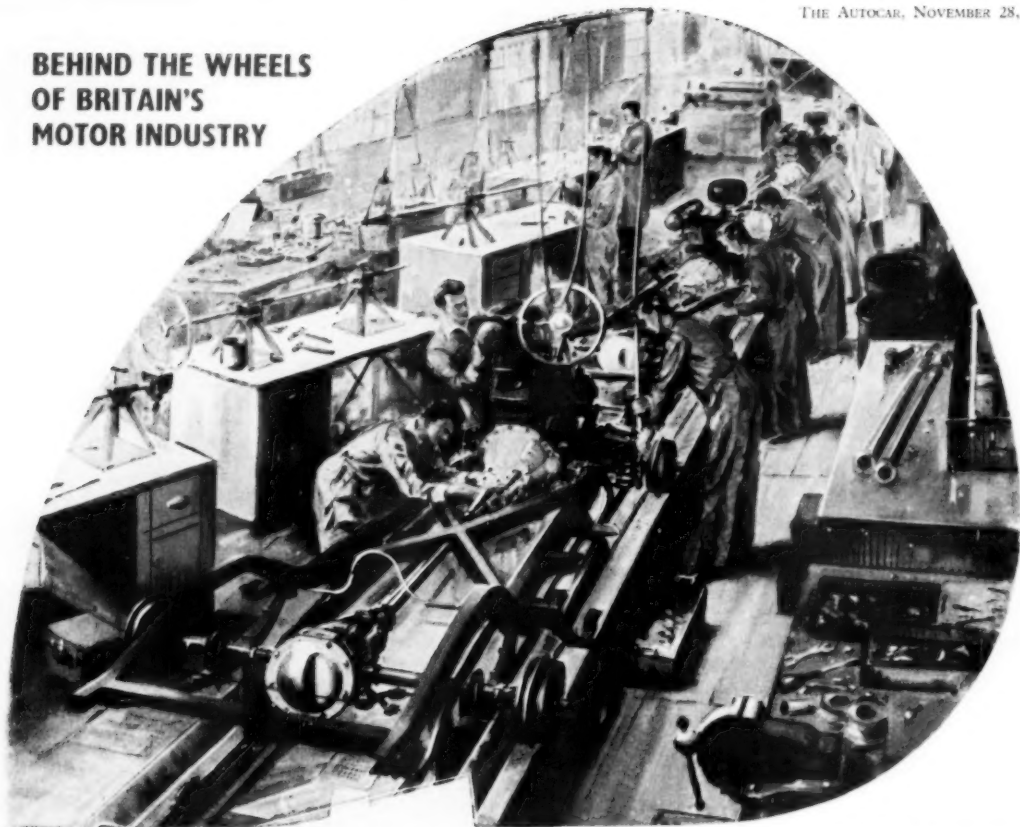
Where once stout Cortez marched against the Aztecs, the Austin A40 Somerset saloon now moves smoothly and swiftly.

This fine car's graceful lines and vivid

performance make it as successful here as in many other lands—a popular ambassador of British workmanship and a most valuable export.

**AUSTIN**—you can depend on it!

## BEHIND THE WHEELS OF BRITAIN'S MOTOR INDUSTRY



*An artist's impression of a stage in the assembly of Standard's popular Vanguard*

To the assembly lines of Standard's modern automobile plant come the specialised products of designers, engineers and craftsmen in many diverse professions and trades. High in importance ranks the hydraulic braking system contributed by Lockheed, to match Standard's fine performance with smooth, sure, straight-line stopping power.

**80%** of the world's cars fit

**LOCKHEED**  
REGD TRADE MARK  
**Hydraulic Brakes**



**THE SAFEST BRAKES IN THE WORLD**

AUTOMOTIVE PRODUCTS COMPANY LIMITED · LEAMINGTON SPA

C.F.A.



NOVEMBER 28, 1952

*The Autocar*

1



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TECALEMIT, my friend!"*

You do the driving—  
leave the dirty work of maintenance  
to a Tecalemit equipped Garage.

**THERE ARE OVER 4,000 OFFICIAL  
TECALEMIT EQUIPPED SERVICE STATIONS**



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wet, greasy roads, snow, ice—the conditions that every motorist dreads. There is *only one* thing that can reduce the dangers of motoring on hazardous road surfaces—the replacement of *worn* tyres.

*...now is the time to buy*

**JOHN BULL TYRES**



—from your  
**GARAGE**

JOHN BULL RUBBER CO. LTD., LEICESTER



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FOR £5/17/6

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ALSO REDUCED:  
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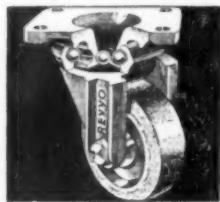
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Solid cast iron and fully machined. Standard sizes from 1½ in. to 12 in. diam., with or without bonded rubber tyres.



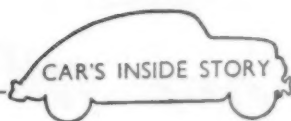
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Telephone: MO Narch 3692/3.



## *Petrol — don't talk about it*

— unless you're a Javelin owner. Then you don't so much mind the subject of miles per gallon.

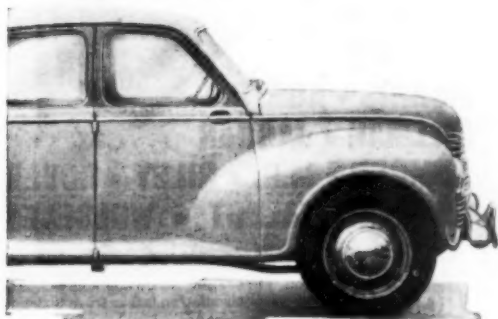
You see, an honest average of 30 m.p.g. is what they usually get on ordinary trips — and the Javelin's impressive performance thrown in.

Of course if you're always driving really hard, you'll use more petrol. But by and large, even making free use of the outstanding acceleration, you'll be around the 30 m.p.g. mark or perhaps a bit better.

There's a lot built into the Javelin that doesn't really show until you have one in your hands — real family comfort — economy — and performance (a maximum speed of 80 m.p.h. and 0-60 m.p.h. in 24.3 secs.).

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The Javelin Saloon with leather upholstery costs £1,082.12.3 (including purchase tax).



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- Operates from mains supply. Fits in lower water hose.
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When applying please state diameter of metal pipe connected by lower water hose.

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**BARNACLE LTD.**  
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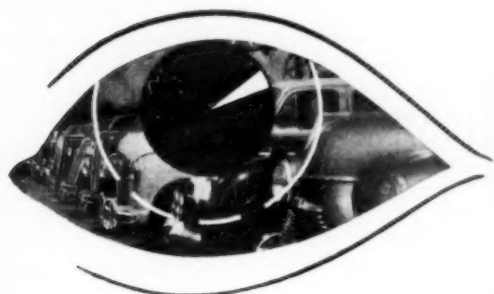
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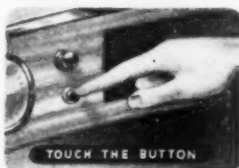
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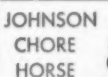
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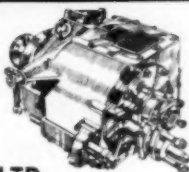
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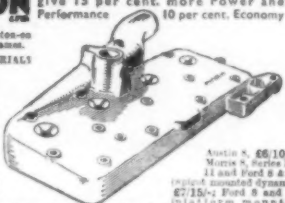
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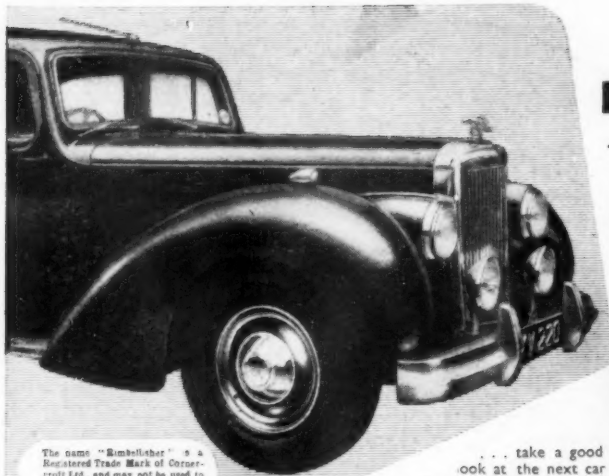
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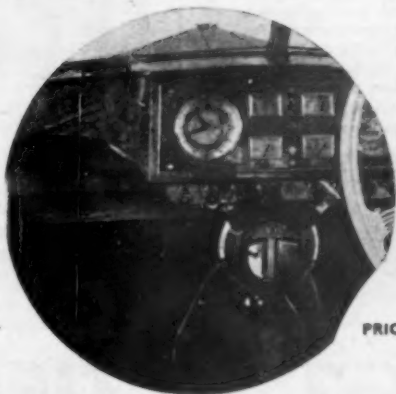


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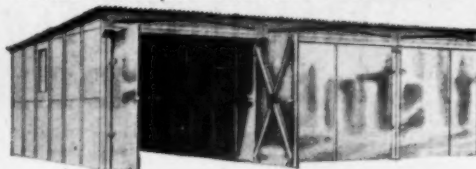
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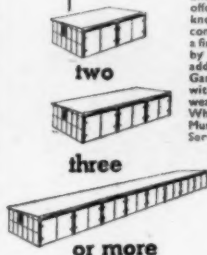
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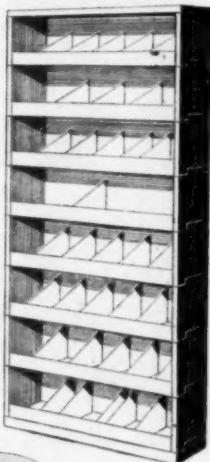


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# The Autocar

FOUNDED 1895

No. 2974

FRIDAY, NOVEMBER 28, 1952

Vol. XCVII

## The Woes of Winter

THOSE readers overseas who will be driving for the next few months in a temperature of forty below may smile at the concentration on winter motoring evident on later pages of this issue. At least they know what to expect, whereas the British motorist must reckon with wide variations in humidity and temperature from day to day, against which the internal combustion engine, along with its owner, may well be excused for rising in protest.

The manifestations of winter ills are outlined elsewhere; in brief, they result in mechanical inefficiency and owner discomfort, and it remains to be determined how best to overcome these. Obviously there is a limit to the number of subsidiary devices that can be fitted to a given car; obviously, also, there is a limit to the amount which the owner wishes to spend on climate-resisting fittings. In the extreme, however, he wishes to avoid a refusal to start on the part of his engine, and to promote such a temperature within the vehicle that his journey is one of pleasure rather than purgatory.

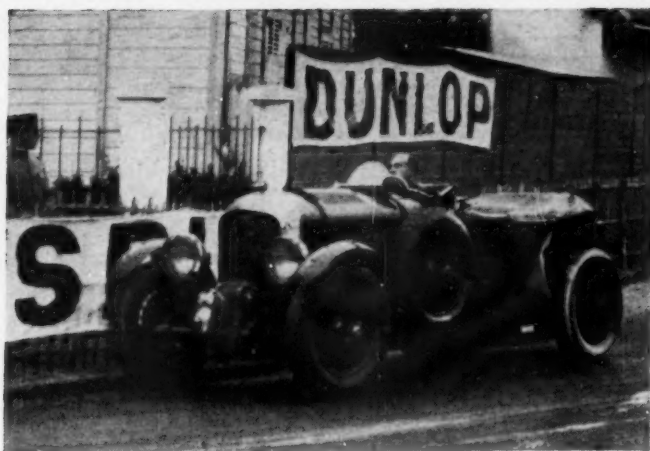
"Startability" is undoubtedly best promoted by the continual use of the car. The owner who uses his car every day and who keeps an eye on the ammeter rarely runs into starting trouble; if, in addition, he invests in a heater lamp, however small, to hang under the bonnet, and changes to a winter oil, he will find very little difference between winter and summer starting. If he is not able to make daily use of the car the lamp becomes even more worth while, and in addition the battery trickle charger is desirable. If starting trouble intervenes in spite of these, it is time for the service station, or at the very least a check-over of the electrical system and fuel supply. Owners sometimes appear reluctant to use their cars as much as they might, on the grounds that the treasured possession will be worn out the sooner; however, the thoughtfully used engine can be made to outlast the body, and it is doubtful if the rate of body decay during the winter months is any greater on the road, except when slush is actually lying, than it is in the average damp and unheated garage; in any case, the rate of both engine and body wear is notably responsive to the command of the careful owner.

Internally, the heater has been the greatest blessing for many years. Properly installed, it vastly increases safety by demisting the windscreen, notably when road conditions are most dangerous, and it promotes efficiency on the part of the driver by maintaining his body temperature, an important aid in that respect.

Properly maintained, the car should be capable of withstanding the worst of the elements; it can do so when it leaves the factory, as field tests have shown. Thereafter, it is up to the owner. In this issue, also, he will find the first of two articles designed to assist him in home maintenance. The author deals with the correct selection and use of tools, and the second article will give expert guidance on the correct accomplishment of special tasks. The former is deliberately elementary, as the subject undoubtedly is, but there will be few motorists reading it who will not learn something. The reasons why so many attempts at owner maintenance go adrift are chiefly two in number. The first is that the owner so often does not possess the correct tool for the job in hand, the second that he is unskilled in the use of tools. His lack of skill is evident in the occasional mishap even when he is employing the correct procedure for a particular tool. When the incorrect procedure is allied to the use of the wrong tool the results are frequently disastrous to pocket and in time, and even in the shape of minor wounds, a point which contributors to this journal have sometimes slyly made under the heading of "Service Viewpoint."

Perhaps the best advice that can be given regarding both winter driving and owner maintenance is that an owner-driver should learn his limitations. On the ice-bound road he may find that the almost instinctive skid correction of the expert is beyond his grasp; in the garage he may find that his are not the craftsman's hands. If he then decides not to attempt to go within reach of the points at which his limitations become manifest he is a wise man indeed, for his admission that such points exist is a sure sign of wisdom.





Summit of many ambitions in the early 'thirties: the supercharged 2.3-litre Alfa Romeo.



A supercharged 4.1-litre Bentley at Le Mans in 1930, with Dr. J. D. Benjafield at the wheel; the left-side rear tyre has thrown its tread, buckling the wing in the process.

By

J. A. COOPER,

A.M.I.Mech.E., M.S.A.E.

## PRODUCT

### TOMORROW'S SUPER-

the cars concerned therein continued to follow much after the old pattern. That is, they were in the main rather noisy and uncomfortable, and also—well, not unreliable; rather temperamental and inclined to need petting.

It was not until the second half of that decade that a new tendency in sports car design became apparent. This was the comparatively revolutionary one of a comfortable car with relatively soft suspension, and a quieter and less temperamental engine, the overall result being a completely tractable machine requiring far less practice to drive it properly. Examples which readily come to mind are the Delahaye Type 135, which used what was virtually a lorry engine, and the B.M.W. Type 328, later produced in this country under licence as the Frazer-Nash-B.M.W., the parent of the modern Frazer-Nash.

The use of softer systems of suspension was, of course, becoming widespread, not only in production cars but also in the racing car field, in which the German teams mentioned above played a large part. Hitherto, since the days before the first World War, it had been considered essential to restrict the axle movement to a maximum of about an inch in either direction (frequently less at the front of the car), and to utilize springs of a very high periodicity, together with very hard settings of the almost universally adopted friction dampers. There were some good reasons for this; chassis frame design was not of the most rigid, steering geometries were often poor, and the location of rear axles was frequently not sufficiently positive. The result of all this was that, if the suspension was allowed to work to any great extent, the handling of the car suffered considerably owing to unintentional steering effects creeping in at both ends. The solution was to restrict the movement of the suspension to the minimum, and to rely to some extent on the flexibility of the chassis frame.

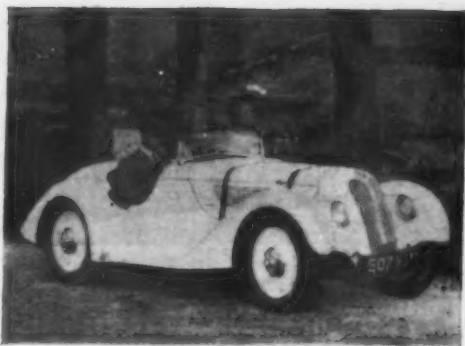
With the advent of the more modern designs, using independent front suspension, good steering geometry, a rigid chassis frame and good progressive-acting hydraulic suspension dampers, far more movement became usable on the suspension and it was immediately found that on any

THE racing of the automobile has progressed, since the beginning of the century, in a strange and uneven manner, dictated by a variety of considerations. Some of these have been economic, some purely of fashion and the public taste, while others seem entirely without reasonable form. It may be—there are signs pointing this way—that in general the form of racing is becoming more stabilized, and that in the future there will be fewer violent swings of the pendulum than in the past; but time alone will prove or disprove that point. There will, no doubt, be at least one fairly major upheaval with the entry of the gas turbine engine into the racing world; this is not yet imminent, but its inevitability can hardly be questioned in the light of recent developments.

Twenty-five years ago, the popularity of the out-and-out racing car was on the wane, and that of the sports car on the increase. For the ensuing five years this continued to apply, and at the peak of the curve there were comparatively few races organized for racing cars as such, and in these many of the competing cars were merely stripped versions of their sporting brethren. In those days the 2.3-litre Bugatti, the 2.3-litre Alfa Romeo and the 4.1-litre Bentley were the magic names to conjure with, and they set the pattern, as it were, for others to follow rather less successfully. In the early part of the nineteen-thirties, the racing car once more sprang into life, in the shape of the *monoposto* Alfa Romeos and Maseratis, followed by the German invasion with Mercedes-Benz and Auto-Union. Of course, the sports car race did not die, although its relative importance undoubtedly decreased somewhat; and at first

but the smoothest of road surfaces the stability, adhesion and cornering power of the cars were improved, simply because the wheels were in contact with the road for a greater proportion of the time. This phase in the story lasted for some considerable time, largely, of course, because of the advent of the war and subsequent disorganization, and it was not until the half-century had been reached that the increasing speed capabilities of the fastest sports cars forced designers to look yet further into these problems.

This increased speed had been obtained by research in two main directions. First and foremost, of course, came the straightforward process of obtaining more power from the engines. Although there were still examples of the power unit with vertical push-rod and rocker-operated overhead valves, these had now been joined by the single and twin overhead camshaft engines such as the Ferrari and the Jaguar XK120, which reverted to the use of the hemispherical combustion chamber beloved of the classic racing car designer of the nineteen-twenties and thirties. A close study of port design and its effect on gas flow and turbulence, allied to a general tidying up and more careful stressing of the major engine components, pushed power



Forerunner of the modern super-sports car: the prototype Fraser-Nash-B.M.W. Type 328 of 1937.

## OF ENVIRONMENT

### SPORTS CAR DESIGN IS DICTATED BY TODAY'S SPEEDS AND CIRCUITS

outputs up to a degree hitherto obtainable only at the expense of smoothness and reliability.

Secondly came the vexed question of streamlining, or reducing drag by improving the airflow over, under and round the body of the car. For years the classic sports car was just about the least aerodynamic shape that it is possible to imagine, with all the wheels and wings stuck out in the airstream, with bits and pieces projecting all over the car, and with an almost square, blunt rear end apparently designed to create eddies. In all but the very fastest specimens, the effect was not sufficiently bad to force notice to be taken of this fact, because the cars were not capable of velocities high enough for aerodynamics to play a great part. But now this era was at an end, and it was becoming accepted that the disadvantages of the all-enveloping body would have to be borne and overcome in the interests of the higher speeds obtainable by its use; it must be appreciated that the wind resistance of a moving object increases in ratio, not to the increase in speed, but to the cube of the speed, so that as the attainable speeds continue to rise the drag coefficient becomes of steadily increasing importance.

Among the disadvantages, real and imaginary, of the aerodynamic body was the fact that the driver could no longer

see the wheels; this was alleged to make it more difficult to place the car accurately on bends, as well as to prevent the driver from looking at the tyres to see if the breaker strip was showing through. Again, both tyres and brakes were obviously going to get hotter than hitherto, unless something drastic was done about keeping them cool by ducted draughts of air. Now that the chassis frame itself was a reasonably rigid structure, another objection was removed; this was that it was very difficult to prevent a body of this kind, with its large panels, from developing cracks in all directions while the chassis to which it was attached was permitted to flex.

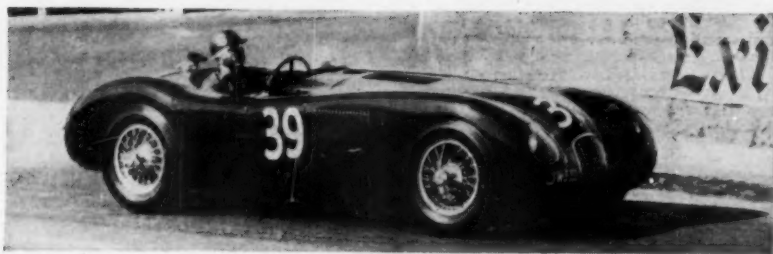
In spite of the slightly greater weight of *carrosserie*, the power-weight ratio of the car had been steadily improving, for the total weight had shown a definite tendency to reduction at the same time as the power had conversely increased. This had two main and inter-related results; the problem of preserving a reasonable ratio of sprung to unsprung weight had been growing more acute, and it had become much more difficult to preserve a reasonable degree of rear wheel adhesion as it naturally became far more easy to induce wheelspin, even on dry surfaces. In the last two years, therefore, the main emphasis has been laid on improving body design, striving to provide more efficient and more durable brakes, and struggling to develop suspension systems which will at the same time provide the maximum wheel adhesion with the highest degree of cornering power and yet preserve good handling characteristics.

This question of handling deserves some amplification and consideration. In the nineteen-thirties, before the major change in thoughts on suspension referred to earlier, the majority of cars possessed what is known nowadays as oversteer, to a greater or lesser degree; that is, the tail of the car tended to swing out when cornered fast, this being corrected by the driver by allowing the steering wheel to return prematurely to a straight-ahead position, or even by going further and applying the opposite lock. As the cornering power of a tyre is at its greatest just before the actual moment of breakaway, that of the complete car will patently be at its best if both ends of the car can be kept just at that point, and this presupposes a balanced vehicle or one which possesses a small degree of understeer (in which the front end will tend to slide first).

Many other considerations are tied up with this fundamental change of policy; it was previously essential to have

The modern streamlined saloon is well exemplified by this Reutter-bodied Porsche.





The Jaguar XK120C has already had many successes, among them that of Ian Stewart in the 1952 Jersey Road Race.

## PRODUCT OF ENVIRONMENT

continued

a high-geared steering layout in order that lightning corrections could be applied. This, in turn, meant—as a rule—a fairly heavy steering, and also one in which it was never necessary for the driver to move the wheel through a large arc in a hurry; consequently, the normal driving position brought the wheel fairly close to the driver so that he could exert a fair amount of effort upon it.

With the more modern system—and this, of course, is a change which has become general in production, sports and racing cars alike—the steering mechanism may be lower geared, and the driver now sits well away from the wheel so that he may wind it round when necessary, while he no longer has to exert so much force to do so. The advantage of this lies largely in the fact that at very high speeds it becomes easier to keep the car straight, whereas previously great care had to be taken not to deflect the car from its course through small and almost unconsidered movements of the steering wheel; this is apart from the fact that a car possessing a basic slight degree of understeer tends to maintain a straight path of its own volition.

### Weight Distribution

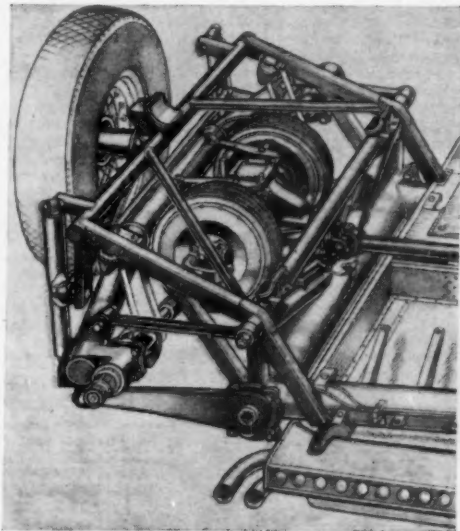
At the same time, the fundamental requirements in the way of weight distribution have altered. The oversteering car, to enable the quick swing and counter-swing to occur, needs a low polar moment of inertia; that is, the weight is largely concentrated near the centre of the car, where it exerts least resistance to the motion in question. An understeering vehicle, on the other hand, can afford to have a high polar moment, with the weight concentrated at the ends in dumb-bell fashion, which assists in providing directional stability and confers certain advantages during acceleration and braking. To achieve this end the engine is now mounted farther forward in the chassis than was formerly the custom, while various subsidiary components—including, in some cases, the gear box—are mounted at the rear to preserve as far as possible a reasonable degree of equality of weight distribution.

The problem of the ratio of sprung to unsprung weight has become a very real one, and a considerable headache to designers, in recent years. On the one hand, there is the necessity for more powerful, and frequently heavier, brakes, and—at the rear end only—more substantial transmission components to cope with the increase in power outputs, while on the other there is the gradual reduction in all-up weight; two completely conflicting trends. Even the desire of the manufacturer of the largest and fastest type of sports car to increase the size of the rear tyres, to improve adhesion and reduce wear, is to some extent thwarted by the consideration of the extra weight involved, which is, of course, all unsprung.

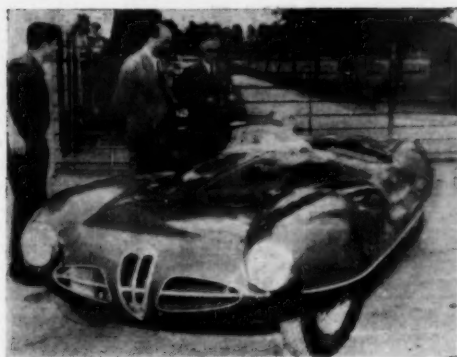
Independent front suspension is now virtually universally employed, and the methods of reducing the unsprung weight at this end of the car are comparatively limited; they comprise the greater usage of light alloys and better quality steels (the latter enabling the size, and consequently the weight, of some components to be reduced), the possible employment of light alloy road wheels, and the advent of the disc- or spot-type brake, of which last feature more anon.

The rear end of the car, however, presents a different and intensely interesting picture. Until recently the use of a normal live rear axle layout was the rule rather than the exception, and there are still many examples of this—Jaguar, Frazer-Nash and Gordini, for instance, to name but three. But this layout possesses an inherently and unavoidably high unsprung weight factor, for obvious reasons, the final drive unit, transmission shafts, complete casing and a proportion of the weight of the propeller-shaft all coming into the unsprung category. Without some special device, also, this layout permits the engine torque to attempt to lift one rear wheel off the floor under acceleration, which aggravates the wheelspin problem. This latter consideration can to a large extent be overcome by the use of a special torque reaction member, such as that incorporated in the design of the C-type Jaguar; but the unsprung weight problem remains, and such slight amelioration as may be made by the reduction in weight of the various components is now completely inadequate for the fastest type of sports car. Therefore, some other system must now be considered.

The alternatives are the use of independent suspension at the rear, as well as at the front, and the use of an axle layout of the de Dion type, in which the wheels are still mounted on a common casing, but the final drive unit is chassis-mounted. With either of these the brakes may be mounted inboard, on the final drive casing, which means



The Aston Martin DB3 provides a good illustration of a de Dion rear axle layout applied to a sports car.



A new conception of the fully aerodynamic body is that of the Alfa Romeo Disco Volante sports car.

that a good deal of the weight has been transferred from the unsprung to the sprung category. The layout which permits the lowest unsprung weight figure of all is the swing-axle type of independent suspension, but this has certain disadvantages common to all independent rear suspensions, together with the additional one of a rather high roll centre. These disadvantages concern, in the main, the tendency of the rear wheels to steer the car; this is frequently utilized to provide the requisite slight degree of understeer on bends, but can produce disconcerting phenomena on a slightly bumpy fast straight.

With the de Dion layout, on the other hand, the rear wheels always remain parallel to one another, as they are connected by a rigid tube in much the same way as by a normal axle casing; the entire unit may be made to turn slightly under roll to provide understeer, but its involuntary effects will be much less. A parallel-wishbone suspension, used at the rear, has too low a roll centre, with its resultant outward lean and loss of cornering power of the rear tyres; if the wishbone lengths are varied sufficiently to overcome this, the degree of tilt undergone by the wheels during major deflections introduces undesirable gyroscopic effects as well as affecting the handling characteristics. It will be realized that this problem is among the most difficult of all to resolve; although independent rear suspension layouts can be, and have been, made to work satisfactorily, the margin of error, as it were, is much smaller than with a conventional layout, the design and manufacture more critical, and the susceptibility of the car to variations of load and wear more noticeable.

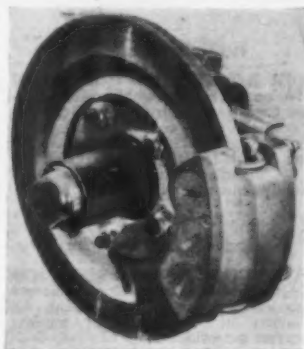
#### Probable Solution

With all this in mind, it would seem probable that the most satisfactory solution is the employment of a de Dion layout, and, if the inboard-mounted brakes are of the disc variety, space and weight will be saved in that department, although it is now in the sprung part of the machine. There seems little doubt that the disc brake is here to stay, once a few teething troubles have been eradicated; its advantages are manifold—light weight, very high braking power, and, most important of all, the ability to sustain that power, for fading is greatly reduced. The bugbear of drum brakes, the expansion of the drum, is eliminated; although the disc expands radially, this does not affect the operation at all, and the minute amount of axial expansion, if it has any effect, tends to bring the brakes on harder rather than let them off.

Oddly enough, the suspension medium employed is one of the least troublesome considerations; coil springs, leaf springs, torsion bars, are all widely used, and rubber is also perfectly practicable. Possibly the combined air-strut and damper, as fitted to the B.R.M. racing cars, will prove to be the answer; but at least it can be said that no great problem

is to be found in this direction. Steering mechanisms, too, may be either by rack and pinion or by the conventional steering box incorporating worm and nut, or sector, or a cam form; all these are proved and satisfactory components. Even the gear box, though it may have four speeds or five and be situated either immediately aft of the engine or in unit with the final drive casing, is likely to continue to follow a reasonably formalized conventional pattern; automatic transmissions are not for racing purposes yet, if ever.

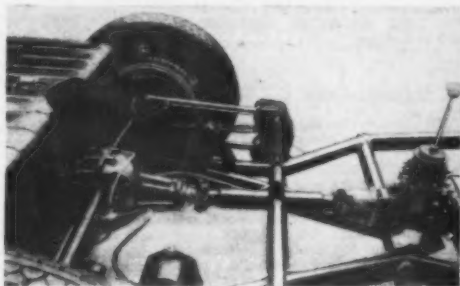
Therefore, to sum up, it can be said that next year's super-sports car may have a multiple-tube space frame, a twin-o.h.c. engine of between 3- and 5-litre capacity, a five-speed gear box and final drive unit mounted on the chassis, i.f.s., and a de Dion rear axle layout, disc brakes (inboard mounted at the rear), and an aerodynamic body. This will be a saloon for very long-distance and very high-speed races, but probably still an open car for the shorter and slower events. In either case great attention will be paid to airflow, both outside the body and through the radiator, to the brakes and round the final-drive casing. The dry weight of the best examples will probably not exceed 16



First in the field with the disc brake on this side of the Atlantic was the Girling version.

cwt, and their power output will certainly exceed 200 b.h.p.; with suitable gearing, their maximum speed will approach, if not exceed, 170 m.p.h. Nevertheless, it will be more and more realized that maximum speed and very high outputs are by no means the be-all and end-all of design, and this will be more noticeable as time goes on.

This, then, is the car of tomorrow; but what the car of the day after tomorrow will be still remains to be seen, and the turbine-engined competition car is not all that far away. Whether this form of power unit will oust the piston engine from its long-held place of honour as quickly in the sports as it probably will in the big production field seems doubtful, but it is a subject full of interest and possibilities.



The latest 3-litre Ferrari chassis uses a normal live rear axle with leaf springs and radius rods, while the gear box is mounted well back in the tubular frame.



# NEWS and VIEWS

## Dellow Prices Down

**NEW**, reduced prices have now taken effect on Dellow cars as follows:—

	Old Total	New List	New Total
	Price	Price	Price
Mark II sports 2-seater	774 12 2	448	686 7 8
Mark III sports tourer	840 10 0	498	776 3 4

## Parking Without Lights

**A** LIST of all the streets in the Metropolitan Police District of London, in which parking is permitted without the need for lights at night, has been published by the R.A.C. It is available to all motorists without charge from the club at 85, Pall Mall, London, S.W.1.

## Nuffield Changes

**MR. J. TATLOW** has been appointed general manager of Morris Commercial Cars, Ltd., with the result that his previous position as general manager of the Riley and M.G. companies at Abingdon has now been taken over by Mr. J. W. Thornley. Mr. Thornley was previously assistant general manager.

## Roundabout Priority

**ALTHOUGH** no legal enactment as to the method of approach of traffic to a roundabout exists at the moment, the Minister of Transport will consider whether the revision of the Highway Code might deal with the point. This was stated by Lord Leathers in the House of Lords last week. Many motorists think, mistakenly, that certain precedences apply at roundabouts already.

## Volkswagen Delivery

**HAVING** recently introduced a synchromesh gear box for the export model, the Volkswagen firm has found that the delivery time has had to be increased from three months to five months, not only for the export market but also for the German home market. During October 13,828 Volkswagens were produced, compared with 13,351 in the previous month, and exports have risen from 3,502 vehicles in September to 4,496 in October.

## Spanish-built D.K.W.s

**THE** rumours that the German D.K.W. car was to be manufactured in Spain under licence are now apparently becoming true. The Industrias del Motor S.A. have purchased the manufacturing rights for the well-known small car powered by a twin two-stroke engine of 700 c.c. and the German Auto Union concern has promised the Spaniards full technical assistance. It is planned to build a plant in the town of Vitoria.

The Industrias del Motor S.A. have also been granted sole rights for the import and sale of German-made D.K.W. cars in Spain.



Despite the enormous size of luggage lockers on current American cars, there is a growing vogue for carrying the spare wheel at the back to provide even further space. Here is the Nash Statesman with the spare wheel cover and extended bumper mounting now available as an optional extra. The outfit is offered in single colours or two-tone combinations to harmonize with the standard body finishes.

## Block Garages

**CONCRETE** garages made by Ernest Batley, Ltd., of Coventry, are now available in block form with as many garages as are required to make up each block. Using this principle, a row of six garages can be erected for an average cost of £57 10s per garage. Batley garages are extremely serviceable and are made up in concrete units which can be erected by amateur labour. They have the advantage that none of the materials deteriorates after erection, the doors being of aluminium, as also are the panel-fixing nuts and bolts. Being completely fireproof, this type of garage satisfies the requirements of local authorities.

## 6½d a Mile

**ACCORDING** to figures issued recently by the A.A. of South Africa it costs 6½d a mile to run an average British car in that country, compared with 8½d for an average U.S. car. Figures based on depreciation, licensing, garaging, and so on, suggest that a British car bought for £695 will have cost £1,714 after six years running, and that a U.S.

car bought for £950 will have cost £2,010 after the same time. Differences in size lead to differences in tax, m.p.g., and so on, making the difference particularly marked.

## Road Number Map

**J**UST printed is a new Roadfinder map of London and the home counties. This is a logical follow-on of the Roadfinder A road map for the whole country, and includes B roads. It is thus eminently suitable for selecting through routes. Additional aids to navigation are a fifteen-page index of place names with useful information, an explanation of the route numbering system, and a "blue-print" in diagram form, of London through routes. The Roadfinder Touring Service is shortly publishing two similar type maps of the Birmingham and Manchester areas.

The London and Home Counties map, which is a folding map on cartridge paper, will shortly be obtainable from the Roadfinder Touring Service, 14, Arlington Street, Piccadilly, London, S.W.1, at 5s.

## THE YEAR'S GREAT PHOTOGRAPHS

**THIS** book, *Photographs of the Year*, the 58th consecutive volume of the well-known series of illustrated reviews of the year's leading photographs, contains a selection from the more important photographic salons. Covering the work of some twenty countries and every form of photographic art and technique, the book is a worthy addition to the series. The great diversity of the illustrations is the result of the international nature of the collection; the portraits—character studies of all walks of life—are all the more interesting, coming as they do from all parts of the world. Very great care has been taken in producing the book that nothing shall be lost in the reproduction of the photographs by the photogravure process.

A résumé of the photographic work of the year has been written by the president of the Institute of British Photo-

graphers, Mr. Frederic Robinson, J.P., F.I.B.P. This contains information supplied by prominent photographers from all parts of the world concerning the progress of photography in their own countries. The book is published for *Amateur Photographer* by Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1, and is priced at 12s 6d.

## No Insurance

**ZANZIBAR** will not now adopt compulsory third-party insurance. It has been deleted from a Bill before the legislative council because Moslem members protested that it was a form of gambling and therefore contrary to the Koran. A Government spokesman did not agree, but accepted the deletion to avoid offending religious susceptibilities.



### Morris Minor

**F**ACIA illumination on the o.h.v. Morris Minor is controlled by the side lamp switch, as mentioned in the Road Test on page 1581 of this issue, but there is also a switch under the fascia by which the instrument lighting can be switched off when not required.

### Three Wheels?

**A**LTHOUGH the attendance at the London Show this year failed to reach the record levels of the immediate post-war period, the attendance at the Motor Cycle Show, which closed at Earls Court on Saturday last, was a new record at 183,082. Business done by sidecar manufacturers suggests that the high cost of cars is producing a renewal of interest in motor cycles and sidecars, the traditional alternative of the marginal motorist.

### Super Sells in France

**D**ESPITE the high price of petrol in France, more motorists are finding it worth while to pay extra for the super grades. More than one gallon in five sold in France is now *supercarburant*. Comparisons of figures for October this year and October, 1951, show that the total of motor spirit consumed has increased by 10.6 per cent, but the consumption of the super grades has increased by nearly 34 per cent.

### German Expert for India

**T**HE director of the German society of motor manufacturers, Dr. W. Vorwig, has received temporary leave of absence to act as adviser to the Indian Government. He will remain in India for three months, during which time he will investigate the possibility of the establishment of a motor industry staffed by native technicians and personnel. He is also to advise the Indian Government on the most suitable types of vehicle to be considered in the projected production programme.

### Stanlow Story

**T**HE return of branded fuels to Britain has been made possible largely by the tremendous expansion in refinery capacity undertaken by the oil companies since the war. One of the biggest British refineries is at Stanlow, in Cheshire, and on November 25 Shell-Mex and B.P., Ltd. presented a record of its development in film form. Stanlow lies on the Manchester Ship Canal, near Ellesmere Port, and is within sight of the Thornton Research Centre, on which articles have appeared in *The Autocar*.

### Glass Fibre Front

**A**LTHOUGH no resin-bonded glass fibre bodies have yet been put on the British market like the sports car shells available in the United States, some of the big body manufacturers are experimenting with this material. Smaller manufacturers are also actively interested, and the Allard Motor Co., Ltd. are carrying out road tests with a complete glass fibre bonnet and wing structure for the Monte Carlo saloon and Safari station wagon. The experimental front end has been made by Microcell, Ltd., and is moulded in one piece without a single joint.

## THE AUSTIN CHAMP

Country Car For Civil or Military Use



Two engines are available for the Austin cross-country car. One is a four-cylinder Rolls-Royce and the other a special version of the A.90 engine. Wings and lamps are less vulnerable than they were on the prototype.

**T**HE Austin Champ four-seater four-wheel-drive cross-country car, already in production for the British armed forces, is being made available in limited numbers for civilian users overseas. The prototype of this car, then known as the F.V. 1,800, was described in *The Autocar* of June 23, 1950. The original development work was done by Nuffield Mechanizations, Ltd., to the requirements of the Fighting Vehicle Development Establishment, and the car was handed to the Austin company for production. This project thus anticipated the close collaboration between the two great British manufacturing organizations now forming the British Motor Corporation.

The military Champ can be supplied either with the Rolls-Royce four-cylinder engine, one of the standard range developed for British military vehicles, or with a special version of the Austin A.90 engine adapted for underwater operation and running on a reduced compression ratio, giving an output of 75 b.h.p. The civilian cars will all be equipped with the Austin engine. Transmission is through a five-speed all-synchromesh gear box to a transfer case and final drive at the rear. A separate lever selects forward or reverse drive and also controls the power take-off for the rear-mounted winch which is an optional extra. The drive to the front wheels can be disengaged when not required by a third lever.

The military version has a long tube lying beside the bonnet, through which air passes to the carburettor. For underwater operation this tube can be turned into a vertical position, and with a driver suitably garbed in frogman's rubber suit the car was demonstrated by being driven through water five feet deep with only the air tube and the driver's head showing above the water. It is claimed that preparations for wading, all parts for which are carried on the car, can be completed in as little as seven minutes. The car's cross-country ability was shown convincingly over a tank testing ground and it was seen surmounting slopes with a gradient of 1 in 2½. The four-wheel independent suspension by torsion bars seems to give an unusually smooth ride.

Ignition and electrical equipment is waterproofed and instruments are enclosed in a waterproof casing. Electrical equipment is 12-volt for the civilian cars and 24-volt on the military version.

### SPECIFICATION

**Engine.—Rolls - Royce:** 4-cyl., 89 x 114.5mm (2,838 c.c.). Overhead inlet, side exhaust. Compression ratio 6.4 to 1. 80 b.h.p. at 3,750 r.p.m. Maximum torque 147 lb ft at 1,750 r.p.m. **Austin:** 4-cyl., 87.3 x 111.1mm (2,662 c.c.). O.h.v., push rod. Compression ratio 6.8 to 1. 75 b.h.p. at 3,750 r.p.m. Maximum torque 135 lb ft at 2,000 r.p.m.

**Transmission.**—10in diameter, Borg and Beck dry single-plate clutch. Five-speed gear box with synchromesh on all speeds. Central change. Overall ratios: 4.99, 7.62, 11.84, 17.71, 27.25 to 1. Separate lever gives five speeds forward or reverse.

**Suspension.**—Independent on all four wheels by torsion bars and double wishbones. Armstrong or Girling telescopic dampers, 1½in diameter.

**Brakes.**—Girling four-wheel hydraulic; two-leading shoe at front. 10in x 1½in drums. Mechanical hand brake on rear wheels.

**Wheels and Tyres.**—Five-stud steel disc wheels with 6.50-16in Dunlop Trakgrip tyres.

**Chassis and Body.**—Box section cruciform chassis frame welded and riveted to four-seater steel body. Detachable hood. Side-screens are optional extras.

**Main Dimensions.**—Wheelbase 7ft. Track 4ft. Overall length 12ft. Width 5ft 1½in. Height (over hood) 5ft 11in. Ground clearance 10in. Weight, unladen, 3,470lb approx.

**Price.**—With Rolls-Royce engine, £1,100 approximately. With Austin engine, £750 approximately. Export only.

### BOOKS RECEIVED

**Bus Operation.** by L. D. Kitchen, A.M.Inst.T. Third edition, published by Hiffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1. Price 12s 6d.

This third edition of what has become a standard work for those concerned with running passenger road services has been fully revised by the staff of *Bus and Coach and Motor Transport*. The late L. D. Kitchen was a recognized expert on the subject and the book gives information for students taking transport examinations.

# Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

## Confession

I HAVE slipped slightly—very slightly—from my position as Number One upholder of black as the colour for a car. My wheel discs were black with a chromium ring, but, the black having peeled badly under the hose, I took the advice of the expert who nurtures the bodywork. "Have them cellulosed," he said, "the same colour as the upholstery. You will like the result."

The upholstery is wine-red, and I accepted the suggestion. The result is very pleasing indeed (I have just sneaked out and had a look at them), and they give the car a distinction that even that excellent machine lacked before. As a result, I am prepared to unbend sufficiently to say that, while black remains the colour *par excellence* for the cars of dignified old gents with a penchant for inflicting their views on the readers of an otherwise impeccable motoring journal, a touch of gaiety serves to emphasize a car's elegance (and, I trust, that of the dignified old gent who drives it).

## Gravel

AFTER a year's experience, satisfaction may be expressed at the result of a little experiment which I made with the installation of a sectional garage. The obvious flooring for this seemed to be concrete, but I had fairly strong objections to it. I did not want a permanent concrete slab in the particular position in case I wished to remove the garage. I did not propose



Watered it.

to mollycoddle the car beyond a certain point, owing to expense and to my firm conviction that, in a world where people are inadequately housed, a car should not live in a luxury flat, and I was assured by a colleague that concrete was a harbourer of dust and oily filth, notably difficult to remove, which confirmed my own earlier experiences.

As a flooring, therefore, I decided that I would try a mere continuation of the gravel drive. Ultimately I felt that the gravel would dry out into a brick-like hardness, but that it would none the less drain any water away that

entered the garage. If it became too dusty I could wash the dust down through the stones with the aid of a watering can, and I could similarly wash oil down through with a solvent. In practice it has been all that was expected of it. After a month or two of use I had to fill in depressions caused by the wheels of the standing car, and thereafter it has been very satisfactory. Water occasionally enters and drains away immediately, there is no dust, and the gravel does not kick up; even if it had done so I could easily have watered it and rolled it down. It may be of interest, also, that I decided not to bed it on roughage in the normal manner, but merely rolled a heavy soil down with a very heavy roller and then laid about six inches of gravel on top of it; the car weighs about a ton and a quarter.

## Waste

WHILE the subject of Government expenditure is topical, I cannot resist quoting from Notice No. 396 from Customs and Excise, which, for some reason best known to the authorities, was part of this journal's mail the other morning. It needs reading with thought as to the number of people now involved in (i) producing such legislation; (ii) producing such notices, paper and ink; (iii) printing them; (iv) snooping over the garden wall; (v) measuring the verandahs; (vi) paying and collecting the tax, and so *ad infinitum*. Waste? This country reeks with it.

## PRESS NOTICE PURCHASE TAX Summer houses

It has been reported that in certain cases garden shelters properly chargeable as summer houses under Group 16(b) of the Purchase Tax Schedule are being delivered tax-free as "beach chalets." After discussion with the Timber Building Manufacturers' Association, the Commissioners of Customs and Excise desire to make it clear that the charge under Group 16(b) is regarded as applicable to all shelters suitable for garden use, whether of rustic or other construction and irrespective of the description under which they are sold, if the floor area (including that of the verandah, if any) measured externally, does not exceed 100 square feet and the glazed area and/or the area of any unglazed openings is more than 1/10th of the floor area.

## Insecure Foundations

MY driving seat has an infinitesimal insecurity about it which I cannot trace. Vacant, it is firm in all directions except fore and aft, and here there is just a suspicion of movement as the securing screw shifts in the slightly larger diameter of the hole in the runner. But it is not in this direction that the insecurity is evident. When I go into a right-hand bend at a certain speed the seat very gently rocks over

in a diagonal direction at the point where the centrifugal force builds up to the maximum. It is a soothing, almost imperceptible, swaying that has irritation value only because of my inability to trace it. Probably it is a rocking of the seat upholstery on its internal springing (I am ashamed to say that I do not know if this is spiral springing or rubber), and in the end I shall no doubt discover what it is. In the meantime it provides interest value to sedate cornering.

## Artful Dodger

IT looks as if the dodger is coming to stay—the dodger in question being the mariner's, which does what he wants it to with the wind. Cunningly shaped, it deflects the wind up and over the heads of the officer of the watch, while leaving his vision unobstructed. A colleague tells me that one example he encountered on the Danish ship *Kina II* (long since, alas, lost with all hands in a typhoon in the China Sea) was so effective that a match could be struck on the bridge in the teeth of a full gale.

The principle has for some time been used as a Continental accessory in order to send insects up and over, and takes the form of a plastic device placed about where the radiator cap



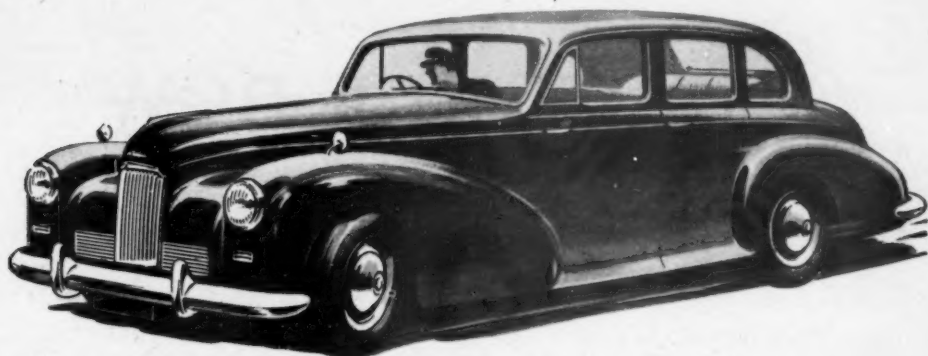
Up and over.

should be if it were external. Now Ferrari has installed a bigger and better version on a racing saloon, and I hope that British manufacturers will quickly embody such a device on production cars, for the convenience to owners is immense. It is not going to be easy to make it conform with styling, and the effect on the aerodynamic drag of the car will need working out with the aid of the Greek alphabet and a knowing wink. But you and I, as owners, will not worry too much about those aspects of the question, merely remaining thankful that our screens are less often plastered than they were. For the benefit of designers I throw out the suggestion that a dodger effect could be gained in the shaping of the front of the car; it is not necessary for it to be a detachable accessory.



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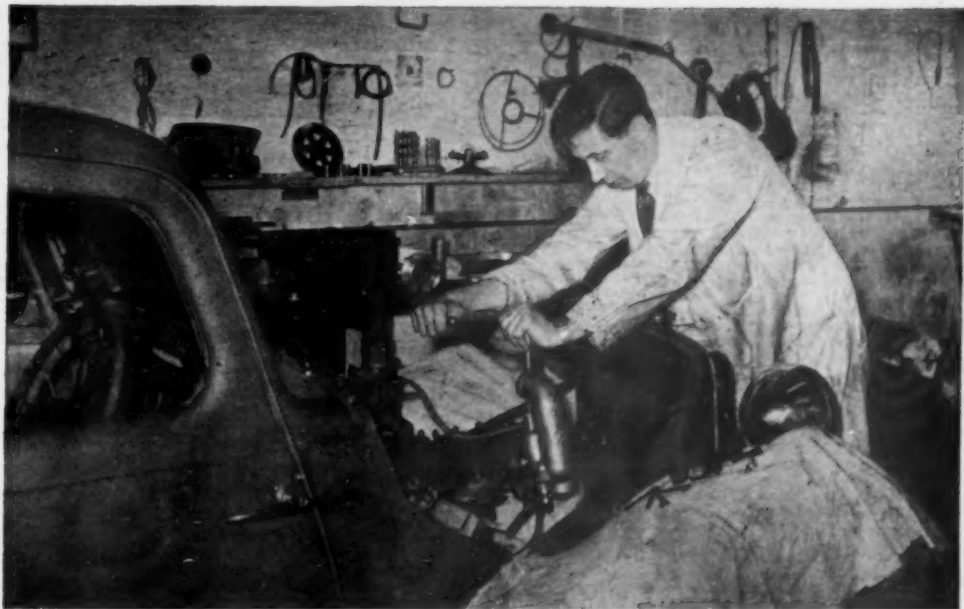
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## FOR THE AMATEUR MECHANIC



Assembling the tools and using the right tool for the job are half the battle in successful servicing.

## CORRECT TOOL USAGE

By A. E. PEATFIELD, A.M.I.Mech.E., M.I.Struct.E., M.Inst.H.E.

**M**ANY motorists, in view of present high labour costs, are desirous of servicing their cars, as far as possible, by their own efforts. To do so, however, requires a minimum of skill in the use of tools which is better acquired in theory and confirmed in practice, rather than wholly learned by experiment.

For the benefit of readers not conversant or experienced in the use of tools the following article will prove of great interest.

#### Spanners

When using an open-type fixed-jaw spanner, its smaller jaw should be placed on the nut in the direction of the intended hand-pull. The spanner is then less liable to slip off the nut, thereby avoiding bruising one's knuckles. (Fig. 1.)

A spanner whose jaws have become strained or opened should be avoided, since, if used thus, it is liable to burr the nut corners and in due course render the nut useless. The practice of applying a length of steel tube to a spanner—in order to procure extra leverage—should be discouraged; the length of a spanner is made

proportional to its jaw sizes, and so on, and is designed to suit the average user's hand-pull. Moreover, if a tube is applied the bolt concerned will be unduly stressed and may break across its screwed section then or later during service.

Should a spanner of the required size be unavailable, but one of larger size at hand, an improvised method of inserting a packing between the jaws may be resorted to; but when so applied the packing should be placed between the nut side and the smaller jaw. Pieces of broken hacksaw blade or a coin will often suffice for this purpose. Incidentally, the nominal size of a spanner is determined by the distance across the flats of the nut it is required to fit. This dimension, for a standard hexagon Whitworth nut, is  $1\frac{1}{2}$  times the diameter of the relative bolt plus  $\frac{1}{16}$  in; hence a spanner to fit a  $\frac{1}{2}$ -in-diameter Whitworth nut is  $\frac{7}{16}$  in +  $\frac{1}{16}$  in, i.e.,  $\frac{8}{16}$  in between its jaws. These details should be noted when purchasing new spanners.

In addition to Whitworth screw threads used for nuts and bolts, many other types exist. Among these are the types used on Continental and American cars, which differ from the Whitworth, and should be borne in mind when buying spanners to fit them.

Ring-type spanners—if made from good quality chrome nickel (or vanadium) steel—are very effective and are recommended for use on nuts in places easy of access, since these spanners fit completely around all the nut corners, thereby reducing the liability to slip off. Ring spanners are usually supplied cranked, thus providing for servicing nuts positioned in shallow recesses. Socket spanners—if of good quality—are also recommended for similar purposes. Both types are useful for work on cylinder head nuts, which require tightening efficiently.

Tubular box spanners are used for nuts positioned in deep recesses, or places inaccessible for other spanners. They are usually supplied holed for a tommy bar at both ends. These holes are axially at right angles to each other; thus, after a certain amount of rotation has been procured on a nut the tommy bar may foul the frame, or other part of the car; the tommy bar can be withdrawn and inserted in the holes at the spanner's opposite end, thereby permitting further rotation.

#### Adjustable Spanners

These are useful where sizes of fixed-jaw types are unavailable, but owing to



## CORRECT TOOL USAGE . . . . . continued

the tendency of their jaws to become strained or open they should never be used in preference to the fixed type. When an adjustable spanner is resorted to, the hand-pull should always be in a direction towards the jaws; if used otherwise the tendency for the jaws to open is increased, and also the liability for them to slip off the nut. Moreover, an adjustable spanner must never be used as a makeshift for a hammer; in addition to disfiguring the jaw faces, the mechanism may also become strained and damaged. In order to maintain this type of spanner in good condition, the screw mechanism should be cleaned and oiled periodically, as dirt is liable to accumulate between the screw threads, thus causing undue wear and stiff adjustment.

A 4in King Dick (for small work) and an 11in automobile one (for heavier duty) are recommended for general work.

### Pliers

The motorist will find straight-jaw combination pliers most useful for general purposes. These are procurable with insulated handles which render them suitable also for electrical work. Those shown in Fig. 2 are equipped with side shears suitable for cutting wire, split pins, and so on. Gas pliers (Fig. 2a) are useful for holding cylindrically shaped objects. Quick-grip pliers, as their name implies, are used for rapid manipulation. They are extremely useful for the preliminary screwing up of nuts, before final tightening by a spanner. They are also very effective for placing square or hexagon head bolts in awkward places and holding them during the nut-tightening process. As seen in Fig. 2, these pliers have tapered jaws, whereby they are effective for servicing a whole range of nut sizes until the jaws are opened beyond the parallel stage, when, owing to the taper being in the wrong direction, their grip is less efficient. Motorists will find these tools very useful for a great number of purposes.

Should plier jaws become loose after prolonged use, the hinge rivet—if of the cup-head type—can be tightened, either by hammering or by squeezing in a vice. If, however, the rivet has a countersunk head, it may be tightened by forming a central dent on both heads with a centre punch and hammer.

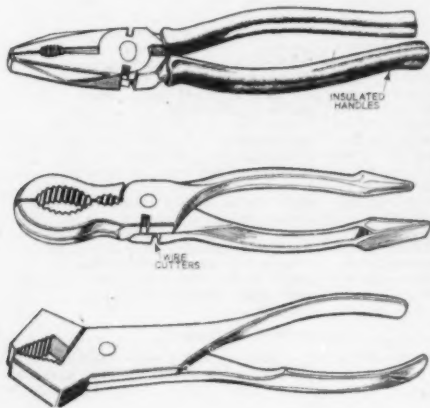
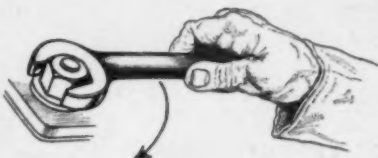


Fig. 2. A desirable selection of pliers for the tool kit. The straight jaw variety (top) are most useful for general purposes. Gas pliers (centre) are suitable for gripping cylindrical objects. Quick-grip pliers (bottom) are the only type which should ever be used on nuts, and then only for the preliminary tightening.

Fig. 1. The simple fixed spanner should always be used correctly. It should be a correct fit on the nut and the leverage provided by the handle should not be increased by extension for fear of stripping threads or shearing the bolt. The smaller jaw should lead in turning.



### Screwdrivers

For light work such as small screws in ignition systems, carburettors, and such-like, a small screwdriver having a wood or plastic handle will be suitable. The all-steel screwdriver is most serviceable for heavier duty; of robust construction, it may be rapped with a hand hammer to unscrew an obstinate countersunk screw head when normal hand use has failed. In the absence of a screwdriver a thin coin—such as a sixpence—has often sufficed to undo a small screw in an emergency.

A screwdriver blade end may be magnetized if desired, for reclaiming small steel screws, split pins, and so on.

Some screwdrivers are obtainable equipped with ratchet handles. By manipulating a slide the blade can be operated in either direction merely by a twist of the operator's wrist, and without having to obtain a fresh hand-grip for each turn. These tools are handy for light work.

### Hand Hammers

A mechanic's hand hammer has a ball peen on its head opposite the striking face. The peen is used for hand riveting work (to be described later). The motorist will find a 2 lb hand hammer (with ball peen) most useful for general work, but one with a cross peen for sheet metal work. It is essential to ensure that the steel wedge which secures the head to the shaft or handle is maintained tightly in position. This is especially so when using a hammer for chipping (cold chisel work); serious accidents have occurred owing to a loose head flying off during use. Owing to shrinkage of the wood shaft, a wedge may loosen if a hammer is stored in a very dry place between infrequent periods of use.

Rubber, copper, or hide-faced hammers should always be used for striking finished or machined work—such as when dismantling gears, shafts, and so on—in order to avoid damaging their surfaces. In the absence of these special hammers, a lead or a copper buffer pad may be used in conjunction with a steel hammer. A carpenter's hammer (Fig. 3) must never be used for striking hard metal (chisels, for instance), since it was never intended, nor constructed, for such a purpose. The

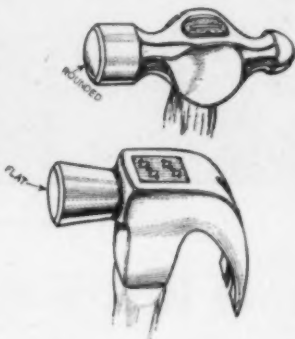


Fig. 3. A carpenter's hammer (below) should never be used for striking hard metal, as the face is flat. A mechanic's hammer has a rounded face and is designed for this purpose.

striking face of this hammer is flat, whereas that of a mechanic's has a slightly beveled face with well-rounded edges and is of "stubby" formation. If a carpenter's hammer is used to strike metal it is liable to fracture and small chips may fly off from the edges.

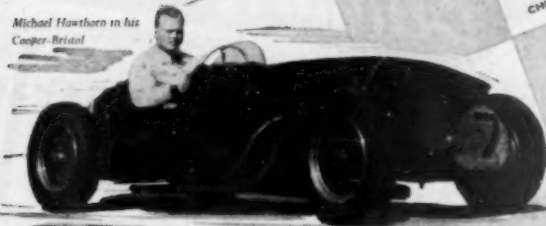
### Hand Drills and Drilling

For all drilling work one of the chief essentials is to use twist drills with their points correctly sharpened. It is advisable to have these ground periodically by a professional mechanic. The standard angle for a drill point is 118 deg included. In all cases the two cutting lips at the point must be of equal length (Fig. 4). Before attempting to drill a hole, a centre-punch dent should be made at the desired position. This ensures that the drill point enters the work correctly.

Since drills are of a brittle nature, the brace (whether hand or breast) must be securely held and not permitted to wobble. The beginner must not use too much feed pressure (i.e., penetration) as this may also cause breakage. Hand drills are suitable for small or light drilling, but breast drills

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## CORRECT TOOL USAGE

continued

are preferable for heavier duty. For drilling a fairly large hole by hand it is advantageous first to drill one of small diameter, since by the stepped method (as it is termed), less power is required.

When drilling thin sheet metal a twist drill having a point angle flatter than standard is recommended, since the point must not penetrate through the sheet before the full diameter of the drill has entered it. If much sheet drilling is contemplated, a standard drill point should be specially ground down to suit.

The beginner will find a jobber's drill most efficient. This is of medium length, has a parallel shank, and is less liable to breakage in small diameter sizes.

Some metals and alloys are more easily drilled than others; cast iron, mild steel, and aluminium drill easily, but some steels used in cars are case-hardened, or heat treated, and therefore are not intended for drilling unless specially treated beforehand. Usually, if a metal cannot be filed easily, drilling should not be attempted.

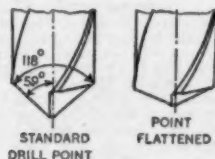


Fig. 4. The standard angle for a twist drill point is 118 degrees included, and the two cutting lips at the point should be of equal length. The flattened point is desirable for sheet work.

## Electric Hand Drills

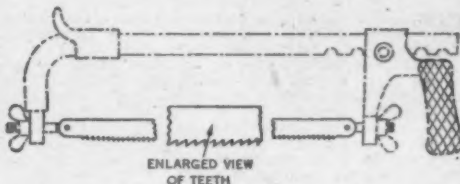
These are available suitable for operating on a domestic electric supply. They will be found extremely useful for eliminating the interminable chore of hand drilling. Two-speed types are especially effective for drilling materials which require different cutting speeds, or for drilling a fairly large hole by the stepped method, whereby a small diameter hole may first be drilled at "fast," after which a larger twist drill can be inserted and "slow" used. Aluminium, brass, bronzes, and suchlike require high drilling speeds, in the region of 100 to 200ft per min (peripheral speeds) for drills made of carbon steel. Cast iron and various steels require much lower speeds of approximately 30 to 100ft per min when using similar drills, but with high speed steel drills about 60 per cent in excess of these figures are usual.

Twist drills equipped with carbide tips are now used extensively. Although more expensive than normal types they give excellent service and may be used for drilling practically all metals, plastics, and suchlike in record time. Brass, cast iron, and such things as Bakelite are best drilled dry, but for steel, aluminium, copper and so on light oil should be used as a lubricant, or coolant.

## Files and Filing

Files vary considerably in size, shape and degree of coarseness. For general work the motorist will find a  $\frac{1}{2}$  in diameter

A common mistake is the fitting of hacksaw blades with the teeth facing backwards. The cutting stroke is always in a forward direction and the teeth should face this way.



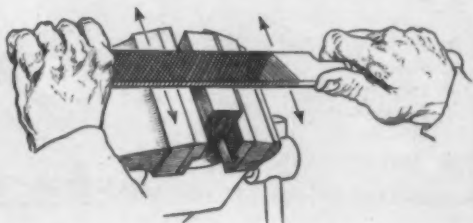
round,  $\frac{1}{2}$  in half round,  $\frac{1}{2}$  in three-square, also flat 10 in rough cut, second cut and smooth types most useful.

In order to file an object perfectly level, a considerable amount of skill and practice is required. A beginner should file slowly and try to keep the file as level as possible during each stroke. Wherever possible, the object to be filed should be firmly secured in a vice. The operator should adopt an easy stance with his feet about 18 in apart. He should stand half sideways and carry most weight on his left foot. The forward stroke is the cutting stroke, so more pressure should then be exerted.

A file should never be used unless fitted with a proper handle, since the tang (or prong end) is liable to penetrate the user's hand. When filing, both hands should control the file's movement and exert even pressure. The file should be withdrawn from the work occasionally and cleaned of filings which become wedged between the teeth, best performed by rapping the file gently on timber, after which its teeth may be cleaned of any remaining filings by using a stiff wire brush sideways across the file, or parallel with its rows of teeth.

Special brushes (or file-cards) are made for this purpose and sold for a few coppers. They prolong the life of a file and are well worth their cost, since filing is extremely laborious when using a worn-out or a badly clogged file. A much-worn flat file will file more efficiently if, instead of being used flat, one edge is tilted slightly during the forward stroke. However, this should not be attempted until some filing skill has been acquired. In order to obtain a polished surface on filed work, after using a smooth file to erase scratch marks as far as possible, the file may be used at right angles over the work. This is known as draw-filing (see Fig. 5). Various grades of emery cloth (coarse to smooth) can then be lapped around an old flat file (or a piece of wood) and used by draw-filing to and fro over the work. When using new emery cloth a better result will be obtained if a little machine oil is applied to the cloth. This reduces harshness and assists the polishing.

Fig. 5. Draw filing. To provide a polished surface on filed work, use a smooth file to remove scratch marks and then use it at right angles, crosswise over the work.



## Hacksaws

Most hacksaws have adjustable frames, thereby providing for the accommodation of blades of various length. The blades vary in tooth sizes. Coarse teeth are preferable for sawing iron and steel, whilst fine teeth are most suitable for brass and copper. The blade should be fitted to the frame with the teeth pointing forward (Fig. 6). It must also be tensioned sufficiently to prevent any whip or wobble, which causes the blade to bind in the work and results in breakage.

The saw should be held rigidly in both hands; and the stance adopted should be similar to that for filing. The front end of the blade should point slightly downwards and the stroke should be regular and even. A beginner should not attempt to saw too fast; 30 to 40 strokes per minute should never be exceeded. No lubricant should be used.

Before commencing to saw, a file cut should be made at the desired place in order to prevent the blade from straying. Thin sheet metal is best sawn edgewise, and the work should not protrude too much above the vice jaws, or it tends to vibrate (or dither) which, in turn, may cause the blade to bind and break.

## Cold Chisels

Of these, the type most useful to the motorist is the flat blade. Bull-nosed, or half-round, chisels are used for cutting oil channel grooves.

A chisel's cutting point should be sharpened on a wet grindstone. If sharpened on a dry emery wheel the chisel should not be kept in contact with the wheel sufficiently long for the point to become hot, since heat tends to destroy the temper of the steel. After prolonged use, when a chisel's striking end becomes burred, it is dangerous to continue using it, since bits are liable to fly off. It should, therefore, be trimmed to its original shape by grinding on an emery wheel.

In a second article the author will deal with further uses of tools and will describe methods of overcoming special problems in mechanical work.



# MARCHING THROUGH GEORGIA

THE recent "Sowega" (South-West Georgia) four-hour race organized by the Sports Car Club of America and sponsored by the American Air Force at Turner Base, Albany, Georgia, undoubtedly used a peach of a course. Measuring 4.5 miles per lap, it has a main straight of 1.75 miles, paved with smooth asphalt, and is almost nowhere narrower than 30 ft wide. Air Force rocket timing devices installed on the straight clocked some of the faster machines at speeds worthy of Le Mans. The Type C Jaguar driven by George Huntoon achieved 167 m.p.h., a speed unequalled by the three fearsome Cunninghams of Walters, Fitch—the eventual winner—and Cunningham. However, the 4.1 Ferrari driven by Marshall Lewis was a shade faster. Practically the entire Saturday before the races was given over to practice and laps consistently turned in at under 3 min 10 sec gave an inkling of what was to come.

Sunday, October 26, dawned clear, bright and sunny, and by 1 p.m., when the four-hour race got under way, more than 125,000 spectators packed every grandstand to overflowing.

## No Walk-over

It was clear that for once the blue and white Cunninghams were not going to have it all their own way. Though John Fitch quickly took the lead, the Cunningham echelon was broken up by the intrusion of the Lewis-driven red Ferrari and the red Cadillac-Allard of Fred Wacker at second and third. Lewis, handling the Modena machine as never before, several times inched by John Fitch but could not consolidate his gain, and a merciless battle ensued which continued until the end of the fourth hour struck. Fitch summarized it this way: "The Ferrari was actually faster and had better acceleration than my Cunningham. My only advantage lay in braking, and I had to exploit this to the utmost to stay ahead of Lewis. Time and again he would come by on the straights and there was nothing I could do about it. . . ."

But gradually, by going deeper and deeper into each corner, Fitch managed to pull away yard by yard towards the end of the race, which he won by a margin of only some 20 sec. The Cunningham's scheduled pit stop had to be abandoned for the very valid reason that Fitch never found enough time in hand to make it.

Walters' Cunningham was not giving of its best, while Briggs Cunningham's own machine suffered from a jammed gear box which made third inoperative. Wacker's

Allard, though a lap astern of the two leaders, held grimly on to third position, which he thoroughly deserved, while Huntoon's Type C was placed fourth at an identical average speed, besides winning class 3. In this class the writer and Frank Larson (a brilliant novice) in identical modified XK120s, had a ding-dong battle which ended when the writer's left rear tyre burst on a curve, throwing the machine into a crazy spin checked only after collision with three giant barrels.

Bill Spear, in his new blue 2.7 Ferrari, drove neatly to take his class and finish overall fifth, ahead of the other two Cunninghams, while Jim Kimberley in a sister car to Spear's was a class second and overall eighth. Stylist John Gordon Benett, aboard Spear's Osca, won his class handily, though finishing without oil pressure. Among the "tiddlers," George Schrafft scooped easy honours with his

beautiful little Fitch-bodied, Crosley-powered machine.

Two other races, each of 50 miles, preceded the main event and gave spectators an exciting foretaste of what was to come. In the first (up to 1½ litres) Jim Simpson's red Osca scored a runaway victory, followed by Garthwaite's blue and red Osca and Salzberger's very potent TD M.G.

The second event, for stock and modified machines over 1,500 c.c., was a walk-over for Huntoon's Type C Jaguar, followed by the three Cadillac-Allards of Ensley, Scott and Shelby.

JOHN BENTLEY.

**RESULTS**  
4,001 to 5,000 c.c. (and imperial classification):  
Cunningham (J. Fitch), 65.7 m.p.h.; 2. Ferrari (Marshall Lewis), 63.5 m.p.h.; 3. Cadillac-Allard (Fred Wacker), 59.5 m.p.h.; 4. 4,000 c.c.: Jaguar XK120 (G. Huntoon), 52.3 m.p.h.; 1,500 to 3,000 c.c.: Ferrari (Bill Spear), 51.7 m.p.h.; 1,001 to 1,500 c.c.: Osca (John O. Benett), 75.6 m.p.h.; 751 to 1,000 c.c.: Morris (Jim Kimberley), 49.7 m.p.h.; 501 to 750 c.c.: Fitch-Crosley (George Schrafft), 58.8 m.p.h.

## RALLYING AT 50 M.P.H.

THE rally enthusiast "down under" enjoys much the same sort of event as his counterpart in Britain, but the different density of population and the absence, in some places, of surfaced roads tend to toughen the Australian variety. Run recently in New South Wales, the Rexel 1,000-mile trial (which included a 500-mile night section of rough going at a 50 m.p.h. average) scored over many of British club day-and-night trials as the result of a lack of restraint that is legally impossible here.

Competitors started from Sydney in hot sunshine. The cars (Peugeot, Mercedes-Benz, Ford, Singer and Humber were among the entry) competed with their bonnets sealed, points being deducted for any oil replenishment or adjustments made to the engine during the run.

After a relatively quiet section to the Denham control, a bridge that had been washed away caused confusion, for competitors had to make an unexpected detour, and only eight of the twenty-four were left with clean sheets. Dirt roads, which lasted for 500 miles, started at Guyra, and with darkness the 50 m.p.h. average was difficult to maintain. Five cars went off the road on the same corner, fortunately without human injury, and, when the western plains were reached, kangaroos added to the hazards. Three cars hit them: one was K. Moss' Peugeot, already windscreen-less through a flying pebble, and now with a dented front grille. Also in the Sofala section, where a 40 m.p.h. average speed was required over sixteen miles of narrow, winding road,

and included a wide river crossing, organizers hoped that all clean sheets would be marred. Only four were left: W. Barrows (Vanguard), R. Show (Holden), J. Saywell (Mercedes) and D. McLachlan (Zephyr), and with two timed river crossings, these also lost marks. D. Antill, who had driven his Mercedes-Benz with skill and regularity throughout, was therefore the winner, the final result having been decided entirely by the rigours of the road course.

**RESULTS**  
Best performance: Mercedes-Benz (D. H. Antill).  
Class winners: 1,001 to 1,500 c.c.: Peugeot (J. Jeffries). 1,261 to 1,400 c.c.: D. H. Antill. Over 1,400 c.c.: Humber Super Sixie (D. Sulman).

## Australian Racing

A HETEROGENEOUS variety of cars competed in the Australian Sporting Car Club's October race meeting at Parramatta Park. In fine weather, spectators watched G. Pearce and his M.G. score a hat-trick, and S. Jones, well known in Australian racing circles and driving his Cooper and Maybach, had at the end of the day no fewer than five first places. Pearce won the 10-lap handicap race from the 50 sec mark, but Jones (Maybach) thrilled everyone by battling through the field to third place from scratch position.

The desire for production car races has spread, and this event created great interest; a 1,220 c.c. Simca, driven by C. Kane, gave an impressive performance; E. D. Ansell drove his 569 c.c. Fiat with skill, but was sadly delayed on one corner when the passenger door flew open.

Most spectacular event of the day was an impromptu race—not in the programme—between a T Model Ford Special, a vintage Austin and a 1923 Fiat Special. The Ford was the winner.

## RESULTS

Handicap races (10 laps each): A. open coverts (150 to 1500 c.c.): 1. M.G. TC (A. E. Gwynne), 13m 10s; 2. M.G. TC (G. E. Pearce), 10m 14s; 2. Bus-Ford (J. Murray); 3. Maybach (S. Jones), 9m 51s; 4. Bus-Holden (P. S. Lowe), 11m 20s; 5. 1191 to 1499 c.c.: 1. M.G. TC (G. E. Pearce), 11m 41s; 2. M.G. TC (A. Ferguson); 3. M.G. TC (D. McKay); 4. 1. M.G. TC (D. McKay), 12m 7s; 2. M.G. TC (A. Ferguson); 3. 1191 to 1499 c.c.: 1. Cooper (S. Jones); 2. Marshall (A. S. Marshall); 3. Over 1499 c.c.: 1. Maybach (S. Jones); 2. Bus-Ford (J. Murray).

Open car handicap (8 laps): 1. Singer (R. Cobden); 2. M.G. TC (A. Hollingsworth); 3. Ford (J. Plummer); 4. Simca (C. Kane).  
Parramatta City Handicap (10 laps): 1. Maybach (S. Jones), 25m 50s; 2. M.G. TC (G. E. Pearce); 3. Alfa-Alvis (W. Murray).  
Scratch races: Up to 750 c.c. (10 laps): 1. M.G. TC (H. Mortlock), 13m 22s; 751 to 1,000 c.c. (10 laps): 1. Cooper (S. Jones), 11m 24s; 2. Cooper (L. Hirst); 3. Maybach (S. Jones).  
Over 1,000 c.c. (10 laps): 1. M.G. TC (G. E. Pearce); 2. Bus-Ford (J. Murray).

N. H. Buchanan's Fiat Special, driven by Bud Luke at the Parramatta Park meeting.







## The Autocar ROAD TESTS

The Series II Minor is a very well-balanced car. It is a combination of functional body and chassis design, yet has character. The bonnet joint line has been modified so that it now blends into the door hinge line.

### No. 1481: MORRIS MINOR SERIES II FOUR-DOOR SALOON

SINCE its introduction, the Morris Minor has firmly established itself as a popular and successful small car, and has been road tested by *The Autocar* as a two-door saloon, as an open tourer and as a four-door saloon. It has always been comfortable, well planned and nicely finished, with a commendable attention to detail, and has shown road holding and handling qualities remarkable in a vehicle of such a handy size. There is a saying that if a thing looks right it is right, and there is every suggestion of its applying to the Minor. The car is very well proportioned, and for its size has ample wheelbase and track. These two important dimensions influence the whole design of the car, for if they are correctly chosen, the designer can seat the passengers in the car as distinct from on it. Further, he can carry them within the wheelbase, and once the inter-axle seating, coupled with the "wheel at each corner" theme is realized, it is not difficult to understand the reasons for the Minor's extremely good road manners.

Recently the four-door saloon has been equipped for export with a British Motor Corporation overhead valve engine, replacing the former side valve unit, and the need to examine the effects of the new engine on performance, has provided a welcome opportunity of renewing acquaintance with this admirable small car. The overhead valve engine has a smaller swept volume than the side valve unit (800 c.c. against 918 c.c.), but it is capable of revving faster and delivers an ultimate maximum of 30 b.h.p. at 4,800 r.p.m. as against 27.5 b.h.p. at 4,400 r.p.m. for the side valve engine. Maximum torque is slightly increased and is delivered at the same r.p.m., but to allow the overhead valve engine to exhibit its full capabilities the axle ratio has been changed from 4.55 to 5.286 to 1, and consequently the engine is now turning over faster.

#### PERFORMANCE

##### MORRIS MINOR SERIES II FOUR-DOOR SALOON

##### ACCELERATION: from constant speeds.

Speed, Gear Ratios and time in sec.

M.P.H.	5.286	8.55	13.69	21.618
	to 1	to 1	to 1	to 1
10-30	16.1	10.0	—	—
20-40	17.8	12.4	—	—
30-50	23.5	—	—	—

From rest through gears to:

M.P.H.	sec.
30	8.4
50	25.7

Standing quarter mile, 26.9 sec.

##### SPEEDS ON GEARS:

Gear	M.P.H. (mean)	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	62	62	99.8
3rd	34-42	34-42	55-68
2nd	20-28	20-28	32-45
1st	12-18	12-18	19-29

TRACTION RESISTANCE: 17.5 lb per ton at 10 M.P.H.

##### SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	65
True speed	10	19	29.5	39	48	58	62

##### TRACTION EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	150	1 in 14.9
Third	230	1 in 9.7
Second	350	1 in 6.3

##### BRAKES:

Efficiency	Pedal Pressure (lb)
77 per cent	110
75 per cent	100
43 per cent	50

##### FUEL CONSUMPTION:

36.25 m.p.g. overall for 262 miles (7.8 litres per 100 km.)  
Approximate normal range 36-40 m.p.g. (7.9-7.1 litres per 100 km.)  
Fuel, British Pool.

##### WEATHER: Damp surface; slight cross wind.

Air temperature, 34 degrees F.  
Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter.  
Model described in *The Autocar* of October 10, 1952.

#### DATA

PRICE (basic), with four-door saloon body, £405.

British purchase tax, £226 10s.

Total (in Great Britain), £631 10s.

Extras: Radio £25 2s 6d.

Heater £10 10s 0d.

ENGINE: Capacity: 800 c.c. (49 cu in.).

Number of cylinders: 4.

Bore and stroke: 58 x 76 mm (2.28 x 3.00 in.).

Valve gear: overhead, with rockers and push rods.

Compression ratio: 7.2 to 1.

B.H.P.: 30 at 4,800 r.p.m. (B.H.P. per ton laden, 30.9).

Torque: 40 lb ft at 2,400 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 13.06.

WEIGHT (with 5 gals fuel), 151 cwt (1,776 lb).

Weight distribution (per cent) 51½ F; 48½ R.

Laden as tested: 19½ cwt (2,176 lb).

Lb per c.c. (laden): 2.72.

BRAKES: Type: F, Two-leading shoe.

R, Leading and trailing.

Method of operation: F, Hydraulic. R, Hydraulic.

Drum dimensions: F, 7 in diameter, 1.22 in wide.

R, 7 in diameter, 1.22 in wide.

Lining area: F, 31.9 sq in. R, 31.9 sq in.

(65.6 sq in per ton laden).

TYRES: 5.00-14 in.

Pressures (lb per sq in): F, 22. R, 24.

TANK CAPACITY: 5 Imperial gallons.

Oil sump, 6½ pints.

Cooling system, 14½ pints (plus 1 pint if heater is fitted).

TURNING CIRCLE: 32ft 1½ in (L). 33ft 1 in (R).

Steering wheel turns (lock to lock): 2½.

DIMENSIONS: Wheelbase 7ft 2 in.

Track: 4ft 2½ in (F); 4ft 2½ in (R).

Length (overall): 12ft 4 in.

Height: 5ft 0 in.

Width: 5ft 1 in.

Ground clearance: 6½ in.

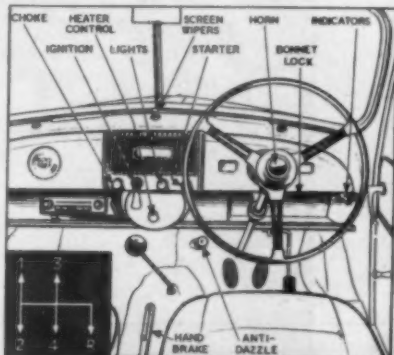
Frontal area: 18½ sq ft (approx.).

ELECTRICAL SYSTEM: 12-volt, 38-ampere-hour battery.

Head lights: Double dip, 42-36 watt.

SUSPENSION: Front, independent by torsion bars and links.

Rear, Half-elliptic springs.





As seen from this angle the car has smooth, clean lines. The front wings run back into the front door panels, whilst the rear door finishes at the junction of the rear wing. External hinges are fitted to both bonnet and luggage locker.



Side lights are mounted on each side of the radiator grille and the head lights are flared into the wings.

## ROAD TEST . . . . . continued

Performance tests show that the maximum speed is little changed, the latest car showing an improvement of 1 m.p.h. in the mean figures, but there is a considerable improvement in acceleration times both on the gears and through the gears. For example, acceleration from 10 to 30 m.p.h., on top gear now takes just over 16 sec as compared with 23.5 sec with the side valve engine. At the same time, there is, however, a slight drop in the maximum speeds obtainable on the gears; the maximum normally used on third is now about 34 m.p.h., with an ultimate possibility of 42 m.p.h., whereas with the side valve engine the figures were 38 and 46 m.p.h. respectively.

The new power unit is lighter and appears more compact than the old one, so that the weight of the car unladen is now reduced by some 14 lb and there is an appreciable change in the weight distribution, the concentration of weight on the front wheels being reduced.

It may be asked how all this affects the feel of the car from the average owner's point of view. In the form now tested, the Minor is smooth and very pleasant to drive and the small engine is a very willing worker. Anyone familiar with the previous versions will immediately notice a new liveliness and an improvement in the pick up in top gear. On Pool fuel, the engine shows no signs of pinking, and although it is necessary to rev the engine fairly fast if the ultimate performance is desired, for normal motoring it will do much of its work on top gear and the car can be cruised

at near maximum without the engine becoming unduly obtrusive. The power unit is quite quiet mechanically at ordinary speeds, but a certain amount of engine noise is noticeable when it is driven hard.

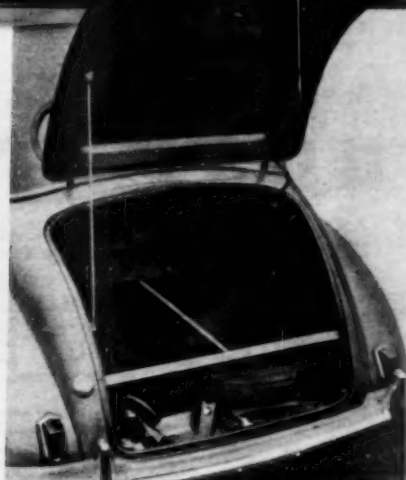
As one would expect with an engine of this size, the gear box is definitely there to be used, particularly when the car is fully laden. The ratios are well chosen, with a first gear providing an overall ratio of over 21 to 1. This will, of course, cater for the Minor fully laden on the steepest of hills. In top gear it has a good measure of climbing power, but third gear is often advantageous on some of the normal type of main road hills, particularly if the driver is in a hurry. The four-speed gear box is controlled by a central gear lever, which is well positioned and very light to operate. Synchromesh is fitted on second, third and top gears; the mechanism has a pleasant, light feel. It is possible to beat the synchromesh if the driver is really in a hurry, but the unit proves completely effective in normal operation. The clutch is smooth in operation, yet the pedal operation is pleasantly light, and the pedal travel is not excessive.

There are few cars of its size that can equal the Minor for stability and road holding, which is of a very high order indeed. Handling characteristics are further improved by the use of rack and pinion steering and an independent front suspension system using torsion bars and links. The result is a vehicle that handles and steers with precision; it quickly inspires confidence and in a very short space of time the

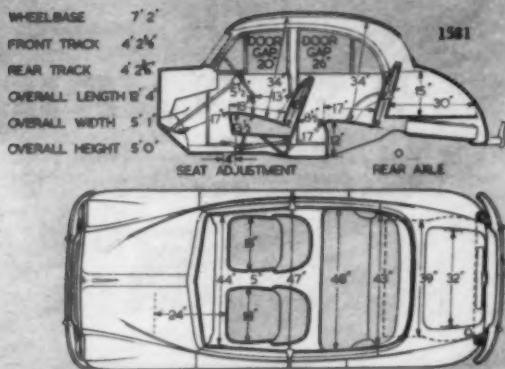
The interior is simply yet tastefully trimmed. There is a useful shelf running below the fascia and pulls are fitted to both front doors. If a radio is fitted it is placed below the glove locker to the left side of the heater unit as seen in this illustration.

The rear seat is of useful proportions, and additional comfort and convenience are provided by combined arm rests and door pulls on the rear doors. The glass in the rear side windows is divided to increase the extent to which the forward section can be lowered.





The luggage locker has a useful capacity. A separate lower compartment contains the spare wheel and tools. There is a valve between the bumper and the rear body panel.



Measurements in these 1/4 in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

driver feels completely at home in the car. There is no vagueness in the steering; it is beautifully light and positive, and does not transmit road shocks back through the steering wheel. It has good self-centring action, and, briefly, it is a steering layout that would be very difficult to improve upon. Both one up and fully laden the Minor rides well. It is in no way harsh, yet it is not in the least floppy; some slight pitching was noticed but there is very little roll on corners, and the directional stability is also good.

The hydraulically operated brakes are well up to their job, and even under the severe conditions of performance testing no fade was experienced, yet it should be recorded that on several occasions they showed a tendency to grab on the first few applications after the car had been standing for some time. This effect disappeared after a short distance. The conventional lever type of hand brake control is very well placed between the front seats, and has a sufficient leverage to enable the rear wheels to be locked.

As one would expect from the general layout of the car, the driving position is very good. The angle of the steering wheel and the position of the pedals are both well chosen in relation to one another, yet for a tall driver a slightly greater range of seat adjustment would be advantageous. The seat itself is well shaped and very comfortable, particularly when it is remembered that in a small car the weight of these components must be strictly watched. The layout of the pedals and of the dip switch is very satisfactory. Also there is little or no obstruction from the central tunnel and in consequence there is plenty of room for the driver's left foot when it is not operating the controls. The front wheel arches project into the body on the extreme sides of the toe board, forming a useful steady for the driver's right foot.

Outward visibility generally is very satisfactory. This is particularly noticeable in manoeuvring and reversing because of the good three-quarter rear visibility resulting from the use of large windows in the rear doors. The driver has a clear view of the road ahead, but it is not possible to see the left-hand wing on a right-hand drive car, and the right-hand screen pillar is sufficiently wide to be obstructive at times.

Minor controls and instruments are kept to the minimum. The instrument panel contains only a speedometer, fuel gauge and oil pressure gauge—in other words, just those instruments that really matter. Above the switches is mounted an indicator light to show when the head lights are in the undipped position, while the ignition warning light is mounted above the speedometer. In a similar position on the opposite side of the fascia is a button which releases the lid of the glove locker. An ash tray for the rear passengers is conveniently placed on the central tunnel just behind the front seats. Other items of equipment include twin sun visors and an interior light.

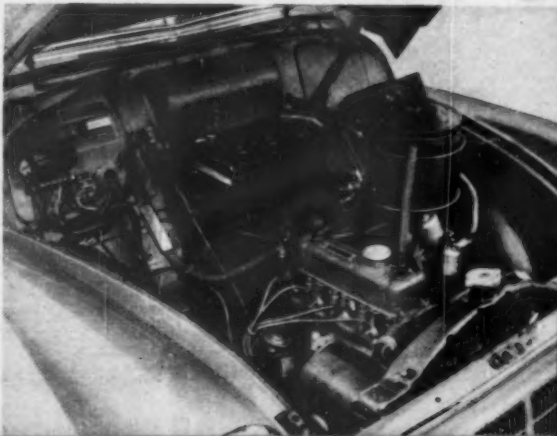
Detail changes noted since the previous four-door saloon

was tested include a central ash tray in the fascia, a more robust direction indicator switch and the use of a plastic medallion on the glove box lid in place of the former chromium and enamel ornament. The instrument panel is automatically illuminated when the side lamps are switched on and there is also a discreet green glow to show the position of the ignition switch.

The car tested was fitted with both radio and heater (optional extras). The heater unit both warmed the interior and de-misted the windows very effectively, but it did seem that a larger range of control of heater outlet air temperature would be desirable, for in this country, with the heater at minimum position, there was some tendency for the interior to become too hot, yet if the heater was switched off it quickly became cold. Double dipping head lights are fitted on this model; they have adequate range and a good spread of light and are well up to the requirements of the car. On the other hand, the horn does not seem to be quite in keeping with the high standard of the rest of the vehicle. Starting from cold was at all times very good and very little use of the mixture control was required.

The Morris Minor is a very attractive small car for those who require a vehicle that is compact, economical, very manoeuvrable, and, above all, very pleasant to drive. With the latest engine it displays an increased liveliness which will appeal to many owners, particularly those who do much of their motoring on roads where there is heavy traffic.

The neat overhead valve engine is dwarfed by its auxiliaries. A large air cleaner is mounted above the engine and supplies air to the S.U. carburettor, which is fed with fuel by an electric pump located to the right of the battery, as seen in the illustration. The coil and the electrical regulator unit are mounted on the left of the bulkhead (as seen in this view), while on the extreme right is part of the radio equipment. Oil and water fillers are conveniently placed.



# ON THE ROAD IN

## DRIVING TECHNIQUES : EQUIPMENT WHICH HELPS IN DIFFICULT WEATHER



**W**INTER is often grey and drizzling, and the car is a mere means of convenient and dry transport. But when frost jewels the hedgerows under a pale sun, or a blanket of snow makes a new and beautiful world, winter motoring is a pleasure as well as an occasional necessity. The roads, too, are unfrequented, and many a journey is pleasanter in winter than in summer, with its dense traffic and too-often inexperienced drivers. Winter's hazards, snow, ice, floods and fog, are terrors to the inexpert, but by the experienced driver are often regarded as an enjoyable challenge, like the bunkers on a golf course.

In a flood, the sovereign rule is that the car should go as slowly and the engine as fast as possible. At high r.p.m. the water will be prevented from entering the exhaust pipe and stopping the engine through back pressure. A low car speed will reduce the risk of water being splashed up over the ignition. When there is snow on the ground, it helps if the tyre pressures are lowered. Virgin snow, if not deep, presents little difficulty, and the unnatural silence of a car running over snow is a pleasure indeed. Deeper snow requires that the car speed shall be kept up, for, once stopped, it may not be easy to restart. If a car is rolling on at a fair speed, it will carry its way (as the sailors say) over an awkward patch. Snow chains are a last reserve, which will get the car through any snow not deep enough to catch and pile up at the front or underneath. Frozen, packed snow or ice requires more care, for whereas a car will not skid far sideways in snow, on ice it may slide until some obstacle is reached. If chains are not being used the correct speed on ice is, if one admits facts, that at which it will do little harm to bump gently into something.

Driving in fog is largely a matter of having a good specialized lamp—and knowing the road! In this, as in all other respects, specialized winter equipment is a very great help indeed, and in the following pages the attempt is made to review it in such a way as to put before the motorist a complete body of technical facts and of devices available, which he can read in the light of his own needs and difficulties.

## THE RELUCTANT START

**T**HE seasonal preoccupation of most drivers is not with the difficulties of negotiating fog, ice and snow, or of keeping snug and warm. It is the more prevalent difficulty of being unable to drive at all because, in the first place, the engine will not start. Winter does not suspend the old rule, that if you touch off an electric spark in a petrol mixture action must follow. But it does increase starting difficulties by causing thickness of the oil, reduced battery output, condensation and shorting in the ignition, imperfectly vaporized petrol, and a general dampness.

There are two remedies. One can damp-proof the ignition system, a par-

tial remedy, or one can use an engine heater. Damp-proofing, which will, incidentally, protect the ignition system when passing through floods or striking large pools of water on the road, consists of fitting the waterproof terminals made by the makers of the plugs; replacing high-tension leads with perished or cracked insulation; sealing or capping the vulnerable points where the h.t. leads enter the distributor; binding coil and other low-tension terminals all over with insulating tape, or painting them with the waterproof Aquatect varnish marketed by Douglas Holt, Ltd.; and keeping every ignition part, especially the plug insulators and the distributor cap,

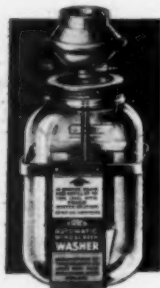
scrupulously clean. The condenser terminals and ends should not be overlooked.

Now that the use of anti-freeze solution in the radiator is general, and winter oils are used in the sump, engine heaters are not used by so many motorists as at one time. But the uses of such a lamp go far beyond keeping the sump oil from thickening and preventing water freezing. A heater will repel condensation. It will prevent the battery from reaching the freezing temperature at which its efficiency is very greatly reduced. It will raise the temperature of the fuel pump, pipes, carburettor and inlet manifold by a very small, but very valuable, amount, which will be greatly increased if a rug or old blanket is thrown over the bonnet, radiator grille and bonnet louvers.

Plug-in electric immersion heaters, which are interposed in a lower hose pipe, are obtainable, and they are simple and clean to use if the garage has mains electricity. One electric heater is of recent introduction and is a novelty which requires individual mention. It is a limpet heater called the Eltron and is of the full power of a household electric fire, the idea being not to have it switched on all night, but to bring it into use in the morning, a little while before the start, and preferably, for convenience, from a switch in the hall of the house. This heater will bring an engine up to such a temperature that a start can be made without the strangler, and the car can be driven away virtually at running temperature.

The paraffin heater is at its best in the shape of one of those large, pot-bellied models which will burn for

Trico-Folberth's wind-screen washer: has a large glass water reservoir. Below: The Houdaille Berkshire screen warmer demists without using current.





# WINTER

over a week, and as the consumption is low and paraffin cheap, one can leave it constantly burning on the garage floor, whether the car is at home or not. Filling, and re-lighting, at weekly intervals only, is not a troublesome chore. Such a heater should have a well-fitting wire gauze top, and a sump which does not leak, for paraffin is very penetrating.

No lamp or other precaution can ever take the place of anti-freeze solution, in connection with which there are two tips. Before it is used, an old radiator should be leak-proofed with any suitable product which your garage can assure you is proof against ethylene glycol, the basis of most modern anti-freezes. Anti-freeze tends to restart leaks which are sealed by rust, dirt, or some rough and ready leak-stopper; it is expensive (owing to the cost of materials).

## WINDSCREEN DEFROSTERS AND DEMISTERS

Air Flow—C. R. Foster, Ltd., 212, Cardigan Road, Leeds, 6.  
Berkshire—Houdaille Hydraulic Suspension Co., Ltd., 8-14, Hampton Road, Twickenham, Middlesex.  
Desmo, Ltd., Scholefield Street, Nethells, Birmingham, 7.  
Gamage—A. W. Gamage, Ltd., Holborn, London, E.C.1.  
Guyson Industrial Equipment, Ltd., North Avenue, Odey, Yorkshire.  
K-L—Key-Leather Co., Ltd., 5, Urswick Road, London, E.9.  
Joseph Lucas, Ltd., Birmingham, 19.  
Rumbken Electrical Products, 71-73a, Oxford Road, Manchester, 1.  
Tudor Accessories, Ltd., Silverdale Road, Hayes, Middlesex.

## RUBBER LINK MATS FOR MUD

Car Mat Co., Ltd., 16, Colville Road, London, W.11.  
Nuway Manufacturing Co., Ltd., Coalport, Cheshire.  
Typrod: Tyre Products, Ltd., Palace of Engineering, Wembley, Middlesex.

## ANTI-FREEZE SOLUTIONS

County Chemical Co., Ltd., Chemico Works, Shirley, Birmingham.  
Desmo, Ltd., Scholefield Street, Nethells, Birmingham.  
Douglas Holt (Est. 1919), Ltd., 5, Eagle Street, London, W.C.1.  
Esso Petroleum Co., Ltd., 36, Queen Anne's Gate, London, S.W.1.  
A. W. Gamage and Co., Ltd., Holborn, London, W.C.1.  
Slip Products and Engineering Co., Ltd., 95, Victoria Street, St. Albans, Hertfordshire.

Smiths Motor Accessories, Ltd., Cricklewood, London, N.W.2.  
Speedwell Lubricants, 282, Earl's Court Road, London, S.W.5.  
Synthia, Ltd., West Bromwich, Staffordshire.  
Velay Industries, Ltd., 186, Campden Hill Road, London, W.8.  
Vigol Oil Co., Ltd., Bilton House, 113, Park Street, London, W.1.  
Wingard (M.A.), Ltd., Kingsham Road, Chichester, Sussex.  
Sternol, Ltd., Royal London House, Finsbury Square, London, E.C.2.  
Auto Vaporizers, Ltd., Froidene Works, New Road, Lymm, Nr. Warrington, Cheshire.

## INTERIOR HEATERS

A.S. Accessories, Ltd., 279, Edgware Road, Colindale, London, N.W.9. (Fresh air intake.)  
Masterpiece: Birmingham Manufacturers and Traders, Ltd., 19-21, Wilson Street, London, E.C.2. (Plain water tube.)  
Galleys: Delaney-Galley, Ltd., Vulcan Works, Edgware Road, Cricklewood, London, N.W.2. (Heater-ventilators, recirculatory heaters and thermosiphon model for small Fords.)  
K-L Monitor: Key-Leather Co., Ltd., 5, Urswick Road, London, E.9. (Recirculatory heater, fresh air intake as an extra.)  
C-D: Clayton-Dewandre Co., Ltd., Titanic Works, Lincoln. (Heater-ventilators and recirculatory heaters.)

## INTERIOR HEATERS—A pleasant luxury

AS regards warming the interior of the car, there are four kinds of plain heater, and two kinds of combined heater-ventilator. The plain heaters may be classified as follows:—

(a) A small battery-fed electric heater; (b) a hot-water tube fed from the car's radiator; (c) a heater incorporating its own small radiator, taking hot water from the engine, with a fan to blow the air through, and (d) a simple hot-air duct.

To have any effect, an electric heater (a) must have a current consumption approximately equal to that of a head lamp bulb. It is cheap to buy and simple to install; but the sacrifice of battery current is regrettable, and if such a sacrifice is to be made it would seem more worth while to install a pair of windscreen demister bars, killing two birds with one stone. The heater, which consists of one or two long water tubes, fed from the cooling system and turned on or off by a tap, is usually installed along the underside of the



The windscreen spray recently introduced by John Sidney.

D.R.H.: Delco-Remy-Hyatt, 111, Grosvenor Road, London, S.W.1. (Recirculatory heater.)  
Corycar: Rumbken Electrical Products, Ltd., Oxford Road, Manchester 1. (Electric heater.)  
Smiths: Smiths Motor Accessories, Ltd., Cricklewood Works, London, N.W.2. (Heater-ventilators, recirculatory heaters.)  
Tudor Accessories, Ltd., Silverdale Road, Hayes, Middlesex. (Fresh air intake.)  
Cosmic-Weatherhields: Weatherhields, Ltd., Bishop Street, Birmingham, 5. (Fresh air intake.)

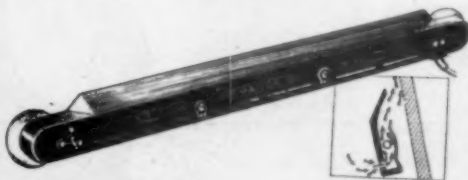
facia; its feed is connected to the top radiator hose, and its outlet to the lower hose, so that water circulates by thermo-siphon action. This type of heater is a longer job to fit, though fitting is not difficult, and it is effective in action if the engine running temperature is kept up.

The radiator and fan heater (c), which does not take in fresh air from outside the car, is extremely powerful. It is known as a "recirculatory" heater, and is more expensive than the simpler types, costing between £10 and £17, or even more.

There are several firms making recirculatory heaters. Smiths Motor Accessories have recently greatly extended the usefulness of theirs by introducing fitting kits, complete in every detail, which are individual to a great number of cars. These kits are carried to the point where, for application to some cars with thermo-siphon cooling, a water pump is included. Obviously, if the car has a water pump its interior

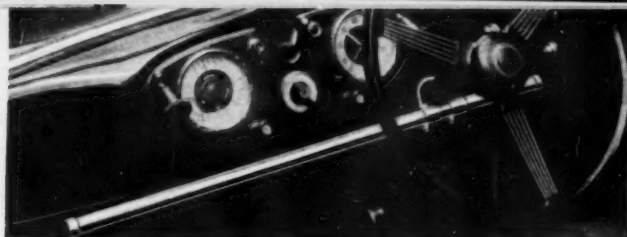


The Air Flow windscreen defroster and demister of C. R. Foster, Ltd. uses about 3½ amps. Left: The outlet unit of the Tudor heater ventilator. It contains a small fan.

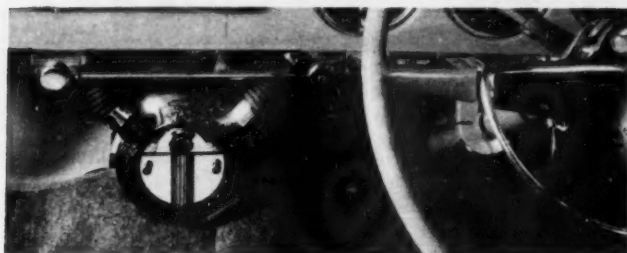


An intake which mixes into the recirculated air a certain proportion of fresh air from outside is now an extra for K-L interior heaters.





The Masterpiece interior heater employs one or a pair of hot water tubes.



Delaney Gallay's recirculatory heater, with its two windscreen demisting ducts.

## INTERIOR HEATERS . . . . . continued

heater will have a better circulation, and Smiths regard a pump as essential if the car has not already got one. Their efficient heater has particularly good provision for windscreen demisting.

The Delaney Gallay A4 is recommended for cars with water pumps, and it is also sold with fitting kits appropriate to a particular model. It is a very handsome heater, in its black crackle stove enamel and chromium plating, and is one of the more expensive, costing between £15 and £17. There is a control knob for the fan, which incorporates a rheostat, doors to regulate hot air emission, and twin demister ducts and nozzles. A special model is made for installation in the rear compartment of limousines.

Clayton Dewandre's CD recirculatory heaters are distinguished by the use of circumferential Still tube radiators—tubes, that is to say, from which grow a mass of wire "bristles," providing a high rate of heat transfer to the air passing through. It is a circular heater, made in various versions—with and without demisting ducts; with a larger radiator for cars with thermo-syphon cooling; or with all parts on a larger scale for use in big cars.

Key-Leather's K-L Monitor is a small, square model, and is designed to work well even if the car has no water pump. There is a fan with controls for fan speed, and the switching over from heating to demisting. It is easy to install, and there is a special model for the rear-engined Renault. The Delco-Remy-Hyatt heater is somewhat similar, being also a small, square unit. At the recent London Show an extra for both new and existing K-L heaters was introduced in the form of a fresh-air intake, duct and feed which enable a portion of fresh air to be mixed into the recirculated air. This fitting adds £1 15s to the price of £9 19s 6d, and it

brings the K-L into the next category (c) of heaters, the heater-ventilators.

This category embraces the most powerful and expensive heater installations of Smiths, which are designed to be built into the car in the first place, and are standard or optional fittings on a great number of British cars. At the other extreme it takes in the simplest and cheapest heaters of all (d), designed to be fitted as accessories—those which do not have their own radiator, but bring to the passenger space warmed air collected by a scoop or plate behind the car's radiator. There are four of these, the Tudor, the Weathershields-Cosmic, a special model for small Fords by Delaney Gallay, and the A.S.

The Tudor heater consists of an air scoop behind the radiator, a duct which leads to the engine bulkhead or the toe board, and a trumpet-shaped outlet in the passenger space. The outlet incorporates a small fan, which can be switched on either to increase the rate

of air flow or to maintain it at low speeds; the fan has a negligible current consumption. A knob on the face plate of the outlet controls a rotary air shutter in the outlet. This heater costs £5 18s 6d.

Another heater taking in air from behind the car's own radiator is a successor to the Cosmic. It is now made jointly by Cosmic and Weathershields, and marketed by the latter, at £4 5s. The collector plate behind the radiator is matched by another plate in front. They are arranged so that air passes through the radiator block to the rear plate, which passes it back through the block to the front plate, whence it is returned to the second half of the rear plate and thence to the duct. More simply, the plates pass the air three times through the block, and it grows correspondingly warmer.

The outlet unit is a cylinder containing a hand-operated sleeve valve, whose

control has three positions: air to passenger compartment, air to demister ducts, and air shut off and allowed to escape in the engine compartment. The outlet unit has a stoved crackle enamel finish.

Both these heaters represent a praiseworthy attempt at cheapness through simplicity of design, and the use of "free" warm air. They are both strong and well finished.

A third simple heater-ventilator, designed specifically for Ford Eight and Ten cars, is made by Delaney Gallay. Their A15 model is fitted as an interruption in the top water hose between engine and radiator, and it has a small, flat, water-heated element. The air intake receives warmed air from behind the car's own fan, and the air passes over the heating element and thence through a duct to the passenger space. It is claimed that at 30 m.p.h. this heater produces 35 cu ft per min. It is, at £8 8s, somewhat

Smiths' recirculatory heater (top) can be fitted as an accessory. The heater-ventilator, of which the blower and the control units are shown, is fitted by car manufacturers as built-in standard or optional equipment.



more expensive than the types with no radiator of their own.

The last heater in this group is a new one, made by A.S. Accessories, and is a simple one consisting of a collector plate, a duct to the passenger space, and an outlet with a hand-controlled butterfly valve: it costs £2 15s.

Many people imagine that a heater can serve no useful purpose in an open car whose all-weather equipment will keep out rain and not draughts, but

this is not so. The recirculatory heater, which in a saloon is capable (if you want it that way) of raising the temperature to almost tropical levels, is certainly less effective in a tourer. It may fight a losing battle with the draughts. But a heater-ventilator that gently forces a lot of warmed air into the car can reverse the draughts, making them warm outward ones instead of the less desirable cold inwards disturbers of comfort.

## ENGINE WARMTH must be maintained

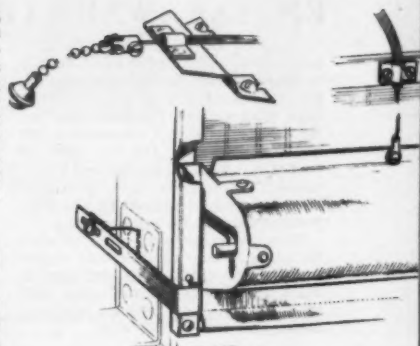
**A**S the best of interior heaters will not afford much warmth if the radiator water from which they draw their heat is half cold, the subjects of keeping up the temperature of the engine in cold weather and heating the interior of the car are inseparable. The first is more important.

The evils of cold running are better known than they were. In the initial period after starting wet petrol mixture washes the existing oil off the cylinder walls and, in some engines, cold oil takes a long time to get to the bores. This initial period should be shortened by the use of a thermostat, by keeping the radiator blind or mull completely closed until the engine is warmed, or by leaving a rug or blanket over the bonnet for a time instead of removing it before starting. The choke should be seen in its true character of a pernicious but necessary drug, to be used as little as possible, and it should not be left in action a moment longer than necessary. The best form of choke, though not necessarily that calculated to appeal to the lazy motorist, would have no fixed "out" position. It would be held out just far enough to prevent the engine from stalling, released early, and pulled out momen-

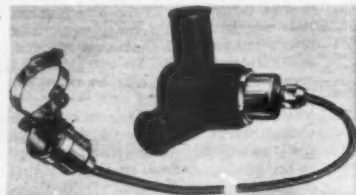
tarily at times while the engine was still cold for the demands of acceleration or an incline. The hot spot connection between exhaust and inlet manifolds provided on some cars, and an efficient automatic strangler, are good devices, though the latter is occasionally inclined to be erratic in behaviour.

If in normal running a proper temperature is not attained in cold weather, there is cumulative sump dilution by water which has condensed there overnight, unburnt petrol which has run down the bores during the starting and cold running period, and watery acids formed by combustion during the same period. When normal running temperature is reached, these undesirables are evaporated or "steamed out" of the oil. This problem is more evident in the modern cars, which are designed for the export markets in countries where summer is summer, and which have very efficient cooling systems. A fitting which is usually regarded as there to warn of overheating, the radiator temperature gauge, is of equal value as a warning of too cool running.

A thermostat slows down circulation of the water to control the temperature; the water spends a relatively long time in the radiator, and the result is hot water leaving the engine and too cold water entering it. A thermostat which controls radiator shutters is better than one which controls water flow. Such a provision, of course, is something which has to be built into the car by the manufacturer. But exactly the same good results can be obtained by a conscientious driver, with a radiator thermometer and a facia-controlled radiator blind. The last-named device obviously offers a more accurate and less arbitrary control of temperature



Details of the Key-Leather radiator blind, showing the roller and its housing, which are raised by a facia-operated wire cable. The roller is guided by a channel frame.



The Bray electric immersion heater for the cooling system. It is made in a great variety of models.



A Midland muff for a tail radiator.

### UPPER CYLINDER LUBRICATORS

D.A.—Boon and Porter, Ltd., 159-167, Castelnau Road, London, S.W.13.  
Lubrocharger—Wayne V. Myers Co., Ltd., 353-365, High Road, Chiswick, London, W.4. (Equipment for Redex system).  
Topcyl—Wayne Smith and Co., Ltd., 76, Clapham High Street, London, S.W.4.

### ELECTRIC IMMERSION HEATERS FOR THE ENGINE

George Bray and Co., Ltd., Leicester Place, Leeds, 2.  
Eltron, Ltd., Accrington Works, Strathmore Road, Croydon, Surrey.  
Runbaken Electrical Products, 71-73a, Oxford Road, Manchester, 1.

### RADIATOR MUFFS

Car Mat Co., Ltd., 16, Colville Road, London, W.11.  
Faxall Products, Ltd., Blackledge Works, Halifax, Yorkshire.  
Midland Gear Case Co., Ltd., Allcroft Works, Spring Road, Hall Green, Birmingham, 7.  
Weathershields, Ltd., 147-169, Bishop Street, Birmingham, 5.  
Wilcot (Patent) Co., Ltd., Fishponds, Bristol.  
Perapex Blank for radiators: Castles Unit Developments, Ltd., Church Gate, Leicester.

### RADIATOR BLINDS

Key-Leather Co., Ltd., 5, Urswick Road, London, E.9.  
Welfix Manufacturing Co., Ltd., Adelaide Street, Halifax, Yorkshire.



A Wilcot muff for a horizontal grille has two opening panels.

## ENGINE WARMTH . . . continued

than a muff, which can be adjusted only by stopping the car and dismounting. But an adjustable muff is a far better thing than a fixed blanking plate for the radiator, which is alternatively too large on mild days and too small on cold ones. With experience and observation it is possible to make a very well-judged setting of a muff for the day's temperature and type of motoring.

Running temperature, with its effect on m.p.g., sump dilution and engine life, is well worth study and control. Such vehicles as doctors' cars, with their frequent long halts, are notorious for rapid cylinder bore wear.



The D.A. upper cylinder lubricator, and (right) the Eltron limpet engine heater, a very powerful mains current model.



## FLAT MORNINGS — The subject of battery charging

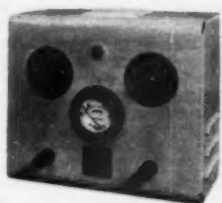
EACH time that a lead-acid battery is charged and discharged throughout its life, a chemical change takes place in the active materials which make up the plates. The operations are not 100 per cent efficient, and batteries are not always in perfect condition, though it may be taken for granted that a careful owner does at least avoid the permanent chemical change which takes place at the top of the plates if the electrolyte is not kept at the proper level. The consideration of home battery charging would therefore be quite complicated if a full scientific study were made. But it is sufficient for a motorist to know some elementary facts, which will help him to decide how powerful a home charger he needs, for a 5 ampere charger is a great deal more expensive than a 1 ampere (or trickle) charger.

A flat battery, to be fully charged, needs a charge about one-fifth greater than its rated capacity. That is, one must put about 72 ampere-hours of charging into a 60 ampere battery. Expressed as the time this will take, this implies that a 2 amp charger will take 36 hours. And it is desirable to

keep the battery on charge for an hour after it is full—after a voltmeter and a specific gravity test record "full"—because it is good for the plates to do so. A low ampere charger, it will be seen, does therefore take a rather long time to charge a completely flat battery, such as has been run down by a short circuit, or leaving the ignition or a fog lamp switched on, or some such misuse. These mishaps are not uncommon. Batteries, too, particularly old ones, are able to discharge themselves without any external reason.

For the recharging of truly flat batteries, therefore, a trickle charger does not suffice. But a high rate of charging requires skilled supervision, and its unskilled application can damage a battery. The makers of home chargers seem to be in agreement in setting a limit of 5 amperes to the current of their largest chargers for amateur use.

Apart from the occasional complete discharge of a battery through some oversight or fault, what would be popularly called a flat battery is merely one that has fallen below the level at which it will operate the starter motor, so that a towed start or even recourse to that unfashionable device, the starting handle, is necessary. The demands of the starter are tremendous—for an initial moment they may be little less than those of a dead short—yet a battery too flat to meet them may be fully capable of supplying the ignition and lighting the head lamps. In such a case a topping-up charge is required. The requirements are fully met by a small capacity charger which has been connected and left on overnight, for any sensible motorist knows, when putting his car to bed, whether he has been asking rather a lot of the battery and can expect an electrical hang-over in the morning. The long run home on a powerful fog lamp at a crawl, with the dynamo not charging for a good part of the way; the hours outside the party with the side and tail lamps left burning; the series of shopping and local runs with much use of the starter and not enough continuous running to replace the current used—these are occa-



The neatly arranged Easco 3 amp charger.

### HOME BATTERY CHARGERS

**Crypton**, 2½-3 amps, £6 10s: Crypton Equipment, Ltd., Bridgwater, Somerset.

**Davenset**, 2½ amps, £6 7s 6d: Partridge, Wilson and Co., Ltd., Davenset Works, Evington Valley Road, Leicester.

**Duplex**, 3 amps, £6 15s 9d: Duplex Electronics, Ltd., Cranmer Works, Cranmer Avenue, Ealing, London, W.13.

**Easco**, 1 amp, £3 19s 6d; 2 amp, £5 19s 6d; 3 amp, £7 19s 6d: Easco Electrical, Ltd., Brighton Terrace, London, S.W.9.

**Garage**, 1 amp, £2 15s; 4 amp, £6: Garage, Ltd., Holborn, London, E.C.1.

**Hesbyrd**, A.O.3 1 amp, £4 17s 6d; A.O.5, 2 amp, £6 5s; A.O.7, 3 amp, £7 5s; A.O.9, 3 amp, £10 11s 6d; A.O.10 (no ammeter, simple type), 5 amp, £9 5s; A.O.12, 5 amp, £10 17s 6d; A.O.15 (with provision for low voltage a.c. inspection lamp), 3 amp, £11 5s 6d: P. C. Hesbyrd and Co., Ltd., Greenwich South Street, London, S.E.10.

**Jarrose**, 1 amp, £2 19s 6d; 4 amp, £6 18s 6d; 8 amp, £6 15s 9d: James Grose, Ltd., 379-381, Euston Road, London, N.W.1.

**Philips**, 1½ amp, £6 6s: Philips Electrical, Ltd., Century House, Shaftesbury Avenue, London, W.C.2.

**Regoy**, 1 amp, £2 7s 6d: Regoy Electricals, 33, Bedhampton Road, Havant, Hampshire.

**Rumbaken**, 1-1½ amp, £4 4s; 1-2 amp, £4 19s 6d; 2 amp, £6 5s; 5 amp, £7 17s 6d (plus 10 per cent on all prices): Rumbaken Electrical Products, 71-73a, Oxford Road, Manchester, 1.

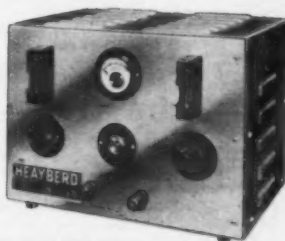
**Sentercal**, (6 volt) 5 amp, £7 10s; (12 volt) 3 amp, £7 10s: Standard Telephones and Cables, Ltd., Connaught House, Aldwych, London, W.C.2.

**Westric**, (12 volt) 1 amp, £5 17s 6d; (6 volt) 1½ amp, £5 17s 6d: Westinghouse Brake and Signal Co., Ltd., 82, York Way, King's Cross, London, N.1.

**Wynell**, 4 amp, £6 18s 6d: S. Guiterman and Co., Ltd., 37, Soho Square, London, W.1.

The 3 amp battery charger is a useful medium-capacity type. This is the Duplex.





Left to right: One of the more powerful home chargers, the Ediswan 5 amp Tungar; the Crypton, with a state-of-charge indicator instead of an ammeter; and a Heayberd charger.

sions when it is elementary to realize that the battery has been having a bad time.

A 3 ampere charger is a good compromise size. It is not too small for charging from dead flat. Any battery charger should have the proper safeguards against overcharging, and proper fuses, and it should be of good quality electrically. A reputed name is a safeguard, and there is, in a good article, an appearance

of solidity, good finish and accuracy which even a layman can judge. However, this is warning the wary, for motorists (of all people) know how to value good electrical equipment.

The purchase of a battery charger in order that an owner may continue with a completely worn-out battery, or one of inadequate storage capacity, is not sensible: first things first. The first answer to frequent battery trouble is a new battery of the best possible quality,

with extra ampere-hour rating (as long as there is room for it under the bonnet), with a nice long guarantee period, and with armoured or semi-armoured plates. Such batteries will take the extra demand, such as late-night parking with the side lights on. The battery charger is essential to the very many motorists who use their cars as taxis, and who cannot match discharging with equivalent charging by the car's own dynamo.

## GETTING A GRIP — When snow chains come to the rescue

IN some northern countries where snow drapes the landscape and roads throughout the winter, it is the custom of motorists to fit special snow tyres, with a deep tread which will not clog. In Britain snow is an irregular visitor, but an embarrassing one, for it does not take a great deal of it to reduce all the power and acceleration of a car to a state where forward progress is a matter of coaxing. When traffic packs the snow down tightly, a surface little better than pure ice is formed, and directional control as well as drive is also lost.

Snow chains give the only real security in either of these two conditions. As tyres flatten down new or moderately packed snow, chains bite in and form an effective extension of the tyre tread. When there is tightly packed and frozen snow, or when sheets of ice form on the road, the links of chains, with a quarter of the weight of the car on them, bruise and shatter the smooth surface into scores of tiny indentations, and grip is retained.

Nowadays chains are usually made in two versions, the complete ladder of crosswise chain which runs all round a tyre, with circumferential tightening chains around the side walls, and the individual grips which are secured by a strap passing between spokes or

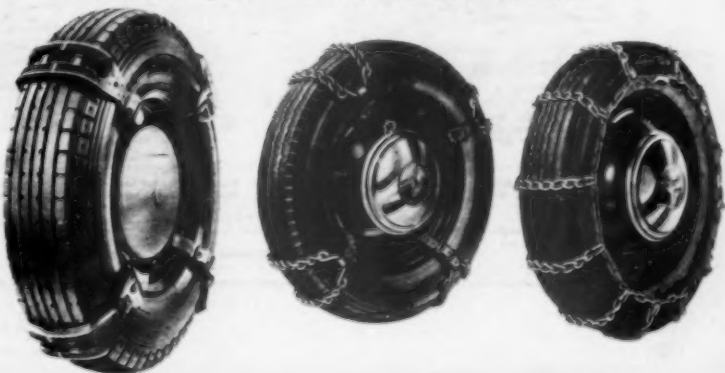
through perforations of the wheel. Grips, which are tightened either by straps and buckles or by tensioning clips, are a little more convenient to fit. They are useful things, but they cannot be used with certain full-disc wheels, and they are less effective than the complete ladder chain, which usually has more transverse tread chains than a set of grips.

Both types have a tight enough fit completely to avoid the looseness and thrashing which in the early days of chains could damage both wheels and wings on occasion. It is now the general practice to cover with leather or rubber the securing straps of individual grips, so that they will not chip the paint of wheels, but there is not agreement as to whether plain buckles or mechanical tensioning clips should be used for fastening. The fitting of complete ladder chains is often effected by attaching a chain to a wheel at one

point, and then moving the car until the chain is completely wrapped round, when the other end is easily fastened.

No protective surfacing—plating, galvanizing or phosphiding—can completely protect a chain against rust, which makes it messy to handle. After use, therefore, it is well to dry and lightly to oil tyre chains, which should be kept in their own bag until the next occasion for their use arises. A pair of cheap "industrial" gloves may be kept in the bag, too. Another precaution is essential: most following drivers will have the sense to notice that you are running on chains, and will keep a proper distance astern, recognizing that you still have stopping power; but you must watch the rear mirror for the others. There is almost a case for the sort of notice that was common in the early days of four-wheel brakes—"If you can read this you are too dam' close."

John Bull snow grips have a depth and a slotted pattern which make them very effective in soft and deep snow. Griffiths' snow chains are made as individual grips, with strap fastenings (centre), and also as complete "ladders" (right) with tensioning clips in the circumferential chain. The grips are easier to fit and remove; the ladders, with their greater numbers of tread chains, are more effective.



### SNOW CHAINS AND GRIPS

Joseph Billingham, Ltd., Providence Works, Cradley Heath, Staffordshire.  
John Bull Rubber Co., Ltd., Evington Valley Mills, Leicester (Rubber snow grips).  
John Griffiths and Son (Griff Chains), Ltd., Cradley Heath, Staffordshire.  
Parsons Chain Co., Ltd., Worcester Road, Stourport-on-Severn, Worcestershire.  
Wyrescotes retreads with wire insert "cat's claws" are a product of Tyresoles Ltd., Palace of Engineering, Wembley, Middlesex.



## FOG LAMPS — What is best to peer by?

**A** DIFFICULTY which comes up when fog lamps are considered is that one needs to establish just how a fog lamp differs from any other lamp.

But first of all it is as well to be quite clear in the mind regarding fog. There is a point at which the best of devices for aiding the eyes must fail, for the simple reason that, when the number of moisture drops in the air exceeds a certain figure, the effect is that of a solid interposed between the driver and the objects he wishes to see. When this point is reached it is time to pull on to the verge and abandon ship.

A head lamp, to be restful to the

eyes and to aid the judgment of curves and the movements, size and relation of numerous objects should, as far as possible, evenly illuminate the whole scene before the driver. It should also have enough range to illuminate far beyond the distance which the driver is watching, no matter at what speed. In fog, its flood of light bounces back off the water particles and one can see nothing except a bright, white sheet. Dipped, it is a little better, but its mounting position is high, and it still produces back glare.

The "driving lamp" has a narrower, longer range beam for use when high speeds (or poor head lamps) make the



The shallow-bodied Lucas fog lamp for full-fronted cars.

### BRITISH AND CONTINENTAL FOG LAMPS

Model and dimensions									
Maker		Diameter	Front to Back	Shape and colour of beam	Finish	Price £ s. d.		Remarks	
<b>Autorche: Autocar Electrical Equipment, Ltd., 32-34, Albert Embankment, London, S.E.11</b>									
—	64in	34in	—	Amber, shallow fan beam	Chromium	3 10 0		Oblong-oval body.	
<b>Butlers, Ltd., Atlantic Works, Grange Road, Small Heath, Birmingham, 18</b>									
828	54in	—	—	Fluted glass, hooded bulb, white	Black and chromium	2 5 4			
Fogbeta	84in	—	—	Long-range pencil beam, white	All black	2 1 2		Deep body, will not fit all cars, double reflectors.	
Saucer 1435	64in	34in	—	Spot upper and fan lower beam, white or amber	Meccanic cellulose	5 5 0			
—	—	—	—	—	Chromium	2 6 6		Bulb in cap, in front glass.	
<b>Cibid: S. Gulsberman and Co., Ltd., 37, Soho Square, London, W.1</b>									
3370	130mm	—	—	Long distance, flat top, non-diffusing	Chromium	4 7 0		For fog, not intended as driving lamp.	
3371	160mm	—	—	Long distance, flat top, non-diffusing	Chromium	4 19 0		For fog, not intended as driving lamp.	
<b>Ducollier: Morris and Ingram (London), Ltd., 36-38, New Broad Street, London, E.C.3</b>									
—	54in	34in	—	Fluted glass, yellow fan beam	Chromium	4 10 0		Upper half of glass is silvered reflector.	
<b>Desmoller: Desmo, Ltd., Schofield Street, Birmingham, 7</b>									
2001	74in	—	—	Fluted glass	Chromium	5 0 0		—	
2001	74in	—	—	Fluted glass	Black and chromium	4 2 6		—	
<b>Eversure Accessories, Ltd., Eversure Works, Kingston Road, Birmingham, 9</b>									
560 and 560A	54in	—	—	Penetrating: plain clear glass, yellow reflector	Chromium	3 3 0*		Silver plated reflector as alternative to gold plated.	
549 and 549A	44in	—	—	Penetrating: plain clear glass, yellow reflector	Chromium	2 2 0*		Silver plated reflector as alternative to gold plated.	
<b>Hella: Slip Products and Engineering Co., Ltd., Slip Works, 95, Victoria Street, St. Albans, Herts.</b>									
110	5in	3in	—	Flat top, yellow glass	Chromium	2 18 6			
130	6in	4in	—	Wide beam, white glass with amber brow	Chromium	4 7 0		Amber brow produces top layer of yellow light.	
180	74in	4in	—	Wide beam, white glass with amber brow	Chromium	5 18 6			
<b>Joseph Lucas, Birmingham, 11</b>									
SFT7005	74in	34in	—	Wide spread, flat top, white	Chromium	4 7 6		Large lamp with very shallow body.	
FT67	9in	—	—	Flat top, hooded bulb, white	Chromium	6 0 0		Matchless head lamps of big quality cars.	
SFT462	5in	—	—	Flat top, wide spread, white	Chromium	3 10 0		Small, traditional shape.	
<b>Marchal Distributors, Ltd., Brook Lane, N. Great West Road, Brentford, Middlesex</b>									
640/300	54in	34in	} Yellow bulb, 180 degree spread	—	Chromium	4 9 5		640 and 630 lamp beams are higher and brighter at the edges (or road sides).	
630/300	64in	54in		—	Chromium	4 19 6			
630/200	64in	54in		—	Chromium and black	4 5 0			
Rectilux	64in	44in	—	—	Chromium	4 14 6		Oblong lamps.	
—	—	—	—	—	Black and chromium	3 16 0			
<b>Notek Electric Co., Ltd., 23, London Road, Bromley, Kent</b>									
Fogmaster	94in	54in	—	Flat top, narrow spread, long range	Chromium	6 8 0		Oval body, 74in deep.	
—	—	—	—	—	Grey or black and chromium	5 8 0			
<b>Radycot: James Neale and Sons (Securities), Ltd., Graham Street, Birmingham</b>									
DL22	44in	—	—	Fan beam, white	Chromium	2 8 0		Adjustable focus.	
FL100	44in	—	—	Fan beam, yellow	Chromium	2 8 0		Adjustable focus.	
<b>Remax, Ltd., Remax House, Alfred Place, London, W.C.1</b>									
R357	6in	—	—	Amber glass, flat top	Chromium	1 8 6		Focus adjusting screw.	
R701	6in	—	—	Amber glass, flat top	Plastic, cream or black	1 8 6			

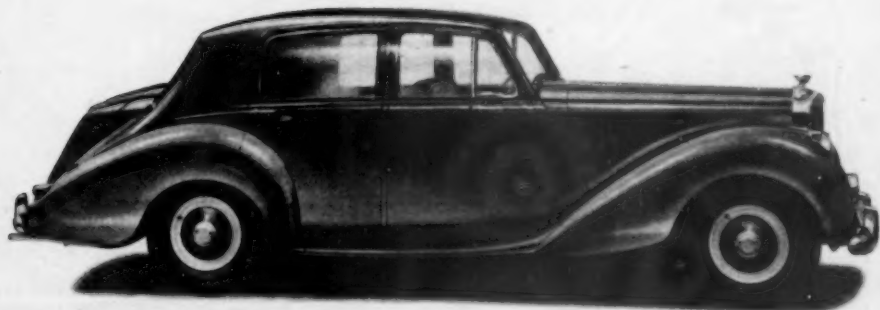
\*Eversure prices, plus 5 per cent.



*For Town or Country*

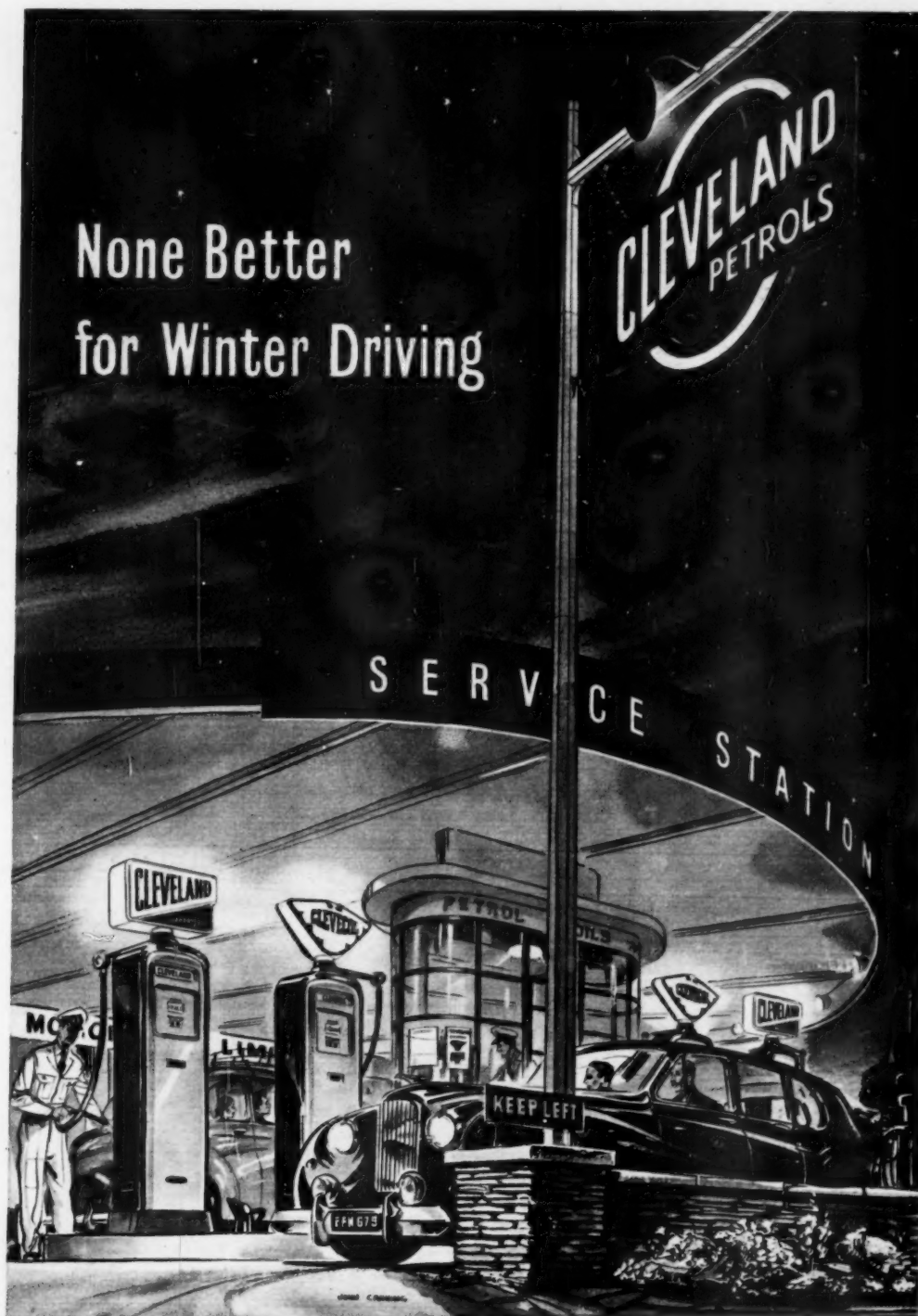


  
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*The Silent Sports Car*



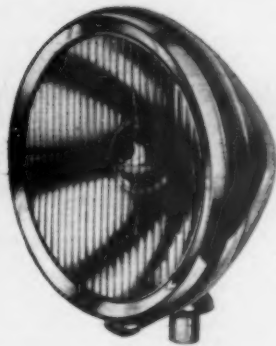
BENTLEY MOTORS (1931) LTD., 14-15, CONDUIT STREET, LONDON, W.1

# None Better for Winter Driving

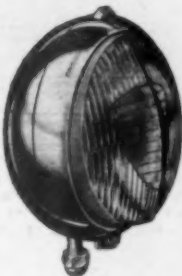




The large Nutek Fogmaster, with a fluted lens, and the Lucas FT67, which is designed to match the head lamps of certain large cars. The lamps illustrated on this page are reproduced approximately to the same scale.



Butler's pencil-beam Fogbeta, and (right) a Hella with an amber brow moulded into an otherwise clear lens.



Marchal fog lamps have a fan beam higher at the ends than in the middle.



The top half of the lens of Du-cellier lamps is mirror-silvered on the inside.

## FOG LAMPS . . . . . continued

range of the head lamps inadequate. It, too, is a liability in fog. The "pass lamp," by a flat-topped beam or a beam confined to the car's own side of the road, is meant to give a view along the kerb, without dazzling an oncoming driver. Pointed more downwards, it makes quite a good fog lamp, in the absence of a more specialized model.

There are two kinds of true fog lamp, that giving a pencil beam, and that with a fan beam.

The pencil beam is directed at or along the kerb by which the driver is navigating. He relies on the red lights of vehicles or obstructions in front of him, and on the lamps of approaching vehicles, to warn him of these hazards. The pencil beam lights only what he wants to see, and it is too slim to reflect back a great deal of dazzle from the fog: its purpose is to "bore a hole" in the fog. It is a good lamp to have in a really thick one, when kerb crawling is the only possible means of progress.

The fan beam is very shallow and of short range (compared with a head lamp). It has often a very wide spread, perhaps the full 180 degrees, and it illuminates as far ahead as the driver needs at the lowered speed he is using, while illuminating both kerbs and telling him where he is on the road. A Marchal refinement is to make the beam a little higher and brighter at these kerb-illuminating ends; it is a

sort of dumb-bell beam. These fan lamps seek to illuminate only the road surface and a layer above it, and there is the minimum of back glare. Some are round, some oval and some oblong, but this is purely a matter of styling.

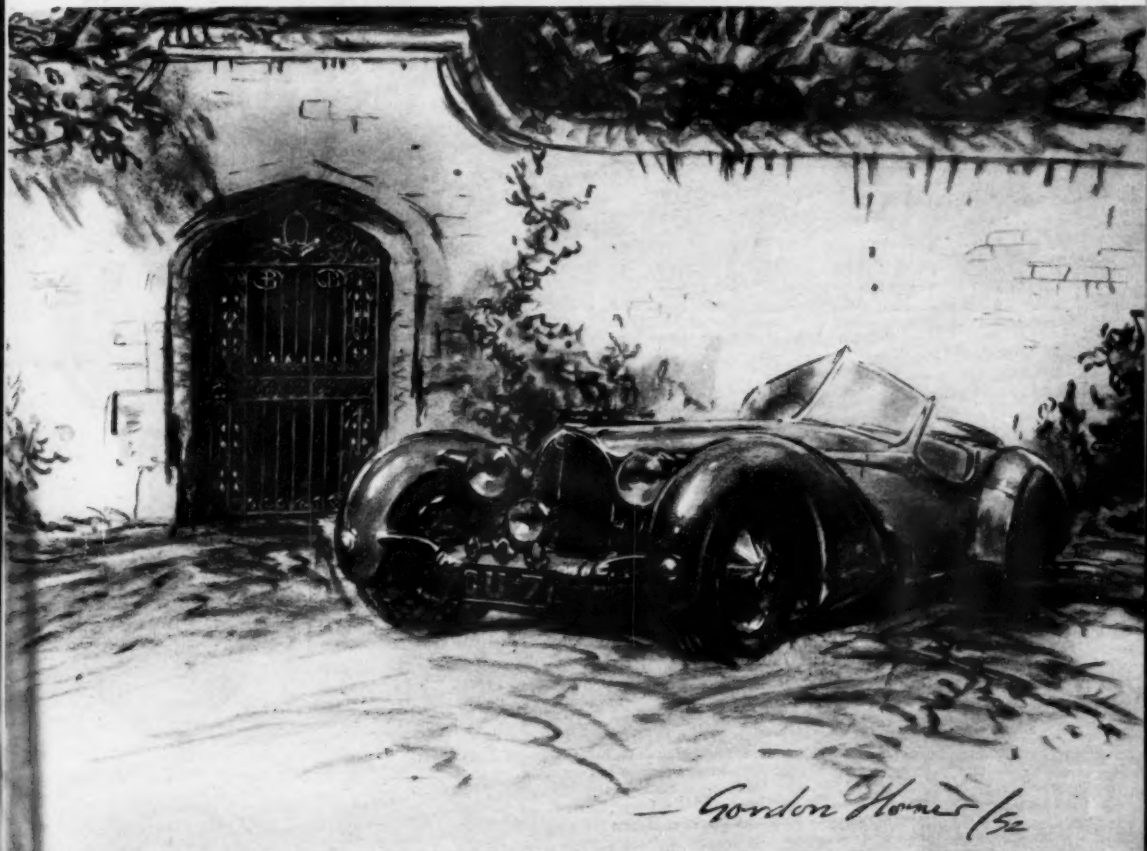
Which is best, pencil or fan beam? That is a matter for personal preference. So also is this vexed question of whether yellow light is less dazzling; to the other fellow normally, and to yourself in fog.

Scientifically, it is often said that it is the amount of light, not its colour, which establishes how far you can see and how much you are dazzled. Scientifically, it has also been said that the top of the spectrum is the distressing part and that it causes the pupil of the eye to contract in self-defence, so that less light shall reach the retina. If the top of the spectrum is cut out by the use of a golden lens, reflector, bulb or night driving glasses (this theory continues), less light will approach the eye, but the pupil will not contract so much proportionately and will actually admit more light.

It would be ungrateful to conclude any mention of fog without blessing the inventor of cat's-eye studs in the road, and any highway authority who lays white kerbstones, or plants posts and reflectors at corners. It would be nice, too, some drivers consider, to get back opening windcreens.

Left to right: A Cibié lamp, the oblong Marchal Equilux, and the Eversure Salora, which is unusual in having a golden reflector instead of a golden glass.





From the same drawing board: the Ettore and Jean Bugatti memorial gateway, and the 1938 Type 57 SC Bugatti with coachwork designed by Eric Giles and built by Corsica Coachworks in 1938. Originally the property of Colonel G. M. Giles, the car is now owned by W. A. L. Cook and is still winning awards in concours d'élégance.

## BUGATTI GATE

OF the many spectators who attend the successful meetings of the Bugatti Owners' Club at Prescott, in Gloucestershire, few will know that, at the summit of the hill beyond the public enclosures, there stands a wrought-iron gate erected to the memory of Ettore and Jean Bugatti.

When Jean was killed in an accident on August 11, 1939, it was decided by the club to erect to his memory a bronze plaque in the grounds of Prescott House. The war, however, intervened, and the idea was laid aside. As soon as peace returned the plan was taken up again, but before anything had been done the news came of Ettore's death on August 21, 1947. It was decided then to erect a joint memorial to father and son and the unusual idea of the wrought-iron gate was adopted.

The responsibility for producing a design that would blend with the beauty of the Cotswold stone of Prescott House was placed in the hands of Mr. Eric Giles, who is now presi-

dent of the club. In producing his design, Mr. Giles referred to the work of some of the eighteenth-century craftsmen who were famed in that part of the country. The design was approved and the work was carried out by a London smith. The result, which took six months to complete, is of unusual distinction.

It is perhaps sad that the gate could not have been placed in a more conspicuous position where its beauty would have been more widely enjoyed. But the nature of the memorial demanded seclusion and, more particularly, a wall. Its present position was the only one available and a finer setting could not have been found anywhere. It stands in the wall between the drive and the garden, in the peaceful company of the house, disturbed only on Prescott days when the shrill exhaust notes of the cars Ettore designed echo round the woods and serve as a further memorial to the skill of their designer. It is fitting that so great an artist should be remembered by a memorial of such merit.

P. G.



*For the sheer joy of driving...  
I'd like to go there in an*

**ALVIS**



### Where is 'there'?

ALMOST ANYWHERE IN FRANCE, but most enticingly in the Pas de Calais, the kilometres stretch long and straight, to the horizon and beyond. And many an Alvis, with—and without—the GB plate, can be seen eating up those same kilometres *ventre à terre*. As 'The Autocar' ROAD TEST of February 15th, 1952, put it . . .

"An experienced and critical driver will not fail to be impressed by the feel of the car; its handling qualities at both high and low speeds are much above the average."



AL 30

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


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CARBON-DISPERSING**

**Mobiloil Arctic**

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*Made by the makers of*

MOBILGAS  GARGOYLE  MOBILAND  DELVAC SOVAC 

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Late Perpendicular in style, and subsequently restored, the church at the pleasant Thames-side village of Mapledurham contains 14th-century brasses. The Manor house in the background is Tudor and was fortified during the Civil War.

## CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

### STYLING

#### Chromium Embellishments Not Typically British

[64558].—Letter [64531] on the subject of body styling conjures up a picture of chromium strips running hither and thither with no attempt to combine functional design and "looks." Mr. A. H. Zwannswijk leads me to believe that the habit is representative of British cars, and, in fact, that the habit is spreading. His statement is, I suggest, far from the truth.

There are certain makes, which, in my opinion, would benefit by rubbing strips, either chromium or rubber covered aluminium strips. Two such cars which come to mind are the Singer SM 1500 and the Standard Vanguard (particularly the estate car). In Britain where there are more vehicles per mile of road than in most, if not all, other countries, and where parking space is limited, many scratches, dents and other superficial damage would be avoided if protective strips were fitted.

Regarding the Volkswagen, the overriding factor is economy. Mr. Zwannswijk is no doubt aware that there is a de luxe model, the body of which is embellished with certain chromium fittings which are lacking on the previous models. If what your correspondent says is true, why is there now more brightwork on the Volkswagen? While there is a grain of truth in his criticism,

I must stand by the British coachbuilders and body designers.

Sooner or later manufacturers will work closer together in the interest of standardization—the process has already begun—and it will be essential that the resultant designs are the best possible, as they will then truly represent British design. Until that is achieved let every manufacturer pursue his own trend in design, using chromium or not, as he thinks fit.

B.A.O.R. 30.

J. A. ACKLAND, MAJOR, D.S.O.

### "ROADS OF A COLOSSUS"

#### What Price the Speed Limit for Commercial Vehicles?

[64559].—It is with interest that I note from Table 2 in the article "Roads of a Colossus" in *The Autocar*, November 14, that the mean speed of commercial vehicles and public service vehicles on dual-carriageway roads in Great Britain is from 31 to 34 m.p.h.

Surely there is a speed limit of 30 m.p.h. for commercial vehicles and public service vehicles, and what about the 20 m.p.h. limit imposed on the "heavies"?

Manchester, 5.

PETER WILKINSON.

### REGARDLESS OF EXPENSE?

#### Sunshine Roofs Still Required

[64560].—I read Mr. R. Bucknall's letter [64513] with interest, as he has put into words the feelings of so many of us. I own a sports model and a family saloon, yet for my winter journeys to London I am forced to use the open car because in the event of fog I would be unable to proceed in the fixed windscreen

## CORRESPONDENCE

continued

saloon, whereas in the open model I can drop my screen and carry on carefully.

The sunshine roof was ideal for long journeys and removed that top-heavy feeling after big mileages; as for the lack of a starting handle—words fail me! We all suffer battery trouble at times after parking for long periods with lights on or excessive town driving, and a handle has often been of use in getting me home. I also agree about the flat screen; one can have a glass cut quickly anywhere in case of mishap, but it is not always possible to obtain the original type of curved glass from stock in a hurry.

What I cannot understand is this; why were these alterations in design instituted in the first place? It cannot be on the score of cost, as prices are high in proportion to pre-war charges. Surely overseas buyers need a starting handle and prefer some air in their saloons? I appreciate the dustproofing problem, but with the big strides made in design today surely we could make these features and still ensure their being dustproof when closed? As for accessibility—I had better stop!

Cardiff.

H. J. PARSONS.

## THE LONDON SHOW

## A Pioneer Looks Back

[64561].—It was my pleasure and satisfaction to attend the 37th London Show, which gave me great joy owing to the excellence of the exhibits and the good layout of the stands. Of great satisfaction to me is the fact that I have been able to attend every show since 1904.

In addition to the shows organized by the S.M.M. and T. I have attended those organized by the late Mr. Charles Cordingley of the Motor Car Journal.

I am now in a position to review the development of the motor car from its inception to its present high standard of efficiency and comfort. One sad feature was made plain to me. As a result of the passage of time, I was unable to say "how do" to a single old friend or acquaintance on any one of the various stands.

Regarding the early shows, I remember a firm which I knew very well; they exhibited at the Crystal Palace in 1904. The manager informed me in confidence that, unless he booked at least two orders, his firm would have to close down. Presumably some kind Samaritans came along and gave the necessary orders, as the firm developed into one of considerable importance in the industry.

I also remember the stir that the 20 h.p. Weller car created at the Crystal Palace in about 1902, with its aluminium body. All panels were held to an aluminium frame by hundreds of small polished copper rivets. Are there many others still alive and kicking who have had the good fortune to attend all the Shows as mentioned above?

Richmond, Surrey.

FELIX W. HUDLASS.

## TERMINOLOGY

## And a Reasonable Attitude

[64562].—Mr. J. Harris Reed [64527] is right, of course, in his contention that "rev counter" is terminologically inaccurate, but quite wrong in his assumption that this is a new name. We were guilty of this indefensible error thirty odd years ago in the R.A.F., where the term was almost universally employed (and for anything I know to the contrary, still is).

Other examples of popular misuse of terms are not wanting, but they are rarely so flagrant as to spur one into outraged print; rather should they confer on the meticulous a satisfying glow of righteousness.

I, for one, shall continue happily to parade my ignorance, in spite of the frowns of the higher education wallahs, and I trust that your editorial staff will continue to concern themselves with the things that matter, rather than bury their noses in the Oxford Dictionary in a witch hunt for trifling errors of description which have served well enough for decades.

St. Albans, Hertfordshire.

K. R. GARNETT HALL.

## PUMPS

## Not the Only Inferior Item in the Tool Kit

[64563].—The Scribe's remarks in the issue of October 3 regarding the hand pump supplied with his car prompt me to describe some tools which accompanied a popular make of British car of which I took delivery in London about 13 months ago. (1) The wheelbrace. This consists of an iron rod, bent in the middle at right-angles, with a socket at one end and a flat piece with which to prise off hub discs at the other. Within a very

short time the sockets had become too enlarged to hold the wheel nuts and the whole rod had twisted. (2) The tyre levers: These bent into near semi-circles at the first attempt to use them to remove a tyre from its rim.

As for the hand pump: I discarded it in favour of my foot pump, bought more than 20 years ago, immediately the car was delivered to me in India.

One word more. The car is studded with Phillips' screws, but the tool kit did not include a single screwdriver for such screws.

Finally, may I say, "Long may The Scribe flourish, and may his shadow never grow less."

D. R. DAS.

Calcutta, India.

## KOREA

## All Set for the Christmas Rush

[64564].—The enclosed picture may be of interest to those of your readers who are struggling in the throes of Christmas shopping at home. The photograph was taken on the "main road" to the front, about 20 miles north of Seoul. It is perhaps fortunate that there is no "rush to buy," as there is positively no parking on this route. The background is somewhat obscured by the dust which is a noticeable feature of all main roads in this country.

B.E.F., Korea.

J. E. MIDGLY, CAPT., R.E.



Korea prepares for the Festive Season [64564].

## UTILITY CARS

## Three Solutions to the Problem

[64565].—Nothing was "disregarded" in my letter [64510] in making the two points that although a car fitted with even so much as a cubby-hole in the fascia can be argued to be a "goods" vehicle, nevertheless it must also be "used for the conveyance of goods" if it is so to rank. Mr. L. J. Le Breton says [64539] that the expression "goods or burden of any description" comprises two separate and unconnected tests. Thus, every passenger car (even without the cubby-hole) is a goods vehicle, and when carrying even passengers only is nevertheless being "used for the conveyance of goods or burden of some description." In fact, of course, until a case goes so far as to decide otherwise, the words "or burden" are construed *eiusdem generis* with "goods," i.e. the phrase is used to prevent "goods" from being construed in the narrowest possible sense (in a taxing statute), in favour of a more liberal meaning—goods or the like. For instance, a vehicle which is really a piece of fair-ground equipment is a goods vehicle although the equipment of the vehicle may not, either in the particular circumstances of some case or in a less restricted understanding, be goods in the popular sales-across-the-counter sense of the word.

But all this leaves unanswered the question: all "goods or

Do You  
Know?



Please turn over

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## SPEED

### LE MANS 24 HOUR RACE 1<sup>ST</sup> & 2<sup>ND</sup> MERCEDES

also 2,001-3,000 c.c. Class—1st MERCEDES: 1,501-2,000 c.c. Class  
1st LANCIA: 751-1,100 c.c. Class 1st—PORSCHE

#### SEBRING (Florida) 12 Hour Race

1st FRAZER-NASH

#### MILLE MIGLIA

2nd, 3rd, 4th, 5th, 6th (Mercedes,  
Lancia, Mercedes, Lancia, Lancia).

#### GOODWOOD, 14th April

Lavant Cup:

1st, 2nd, 3rd COOPER-BRISTOL

Chichester Cup:

1st COOPER-BRISTOL

Easter Handicap:

1st COOPER-BRISTOL

#### BOREHAM, 17th May, Formule libre

1st and New Lap Record

COOPER-BRISTOL

#### CHARTERHALL, 1st June, Formule libre

1st and New Lap Record

COOPER-BRISTOL

#### GOODWOOD, 17th May

2-litre Sports Car Race

1st, 2nd, 3rd, 4th FRAZER-NASH

#### GOODWOOD, 2nd June

Sussex International Trophy,

Formule libre 1st COOPER-BRISTOL

#### TARGA FLORIO

1st, 2nd, 3rd LANCIA

#### BRITISH EMPIRE TROPHY

2-3-litre class 1st, 2nd, 3rd FRAZER-NASH

#### PRIX DE BERNE

1st, 2nd, 3rd MERCEDES

#### SILVERSTONE, 10th May

1,500-2,500 c.c. classes:

(1) Production Touring Cars:

1st and 3rd BRISTOL '401'

(2) Production Sports Cars:

1st, 2nd, 3rd FRAZER-NASH

#### BOREHAM, 2nd August, Formula 2

1st and 2nd COOPER-BRISTOL

3rd E.R.A. "G" Type

#### BO'NESS HILL CLIMB

1,501-2,000 c.c. U/S Sports

1st and 2nd FRAZER-NASH

(New class and Sports Car Records)

... and many others

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# Carburettor of Outstanding Performance during 1952



## RELIABILITY

### RALLYE SOLEIL (Cannes)

1st FRAZER-NASH  
1st and 2nd 1,501-2,500 c.c. class

### TULIP RALLY (Holland)

2-litre class 1st BRISTOL '401'

### 'AIX-MADRID-AIX' RALLY

1st FRAZER-NASH

### RALLY DU NORD (France)

1st RENAULT '760'

### MONTLHERY TRACK

World Record 750 c.c. class for 2,000 miles

### MONOPOLE-POISSY

27 World Records

Class F (70.01 m.p.h. average for 50,000 miles)

### SIMCA ARONDE

### MONTE CARLO RALLY

1,101-1,500 c.c. 1st SIMCA

751-1,100 c.c. 1st VOLKSWAGEN

Under 750 c.c. 1st DYNA-PANHARD

Ladies' Cup SAAB

### TOUR OF SICILY

Grand Tourisme class over 1,500 c.c.

1st, 2nd and 3rd LANCIA

### MOROCCO RALLY 1st SIMCA

### LIEGE-ROME-LIEGE RALLY

1st PORSCHE Ladies' Cup, PEUGEOT  
and

### LONDON TO CAPETOWN RECORD

see photo above, in over two days less than previous record, and only just over half the engine size

### HILLMAN MINX

MARYLEBONE ROAD, LONDON, N.W.1

## ECONOMY

At steady 40 m.p.h. (extracts from 'The Motor' Road Tests).

Ref. B/13/50 MAYFLOWER 40 M.P.G.

B/20/52 BRISTOL '401' 27.5 M.P.G.

B/21/52 VANGUARD (overdrive) 31.5 M.P.G.

B/13/52 MINX 38.5 M.P.G.

B.F/8/50 RENAULT '760' 53.5 M.P.G.

### NEW YORK SCOTSMANS DERBY

Over 1-litre class

1st HILLMAN MINX = 41.54 M.P.G.

(34.62 miles on 1 U.S. gallon)

Organised economy trials involve big changes in vehicle and driving methods but the following is interesting :—

### 'NEWS CHRONICLE'

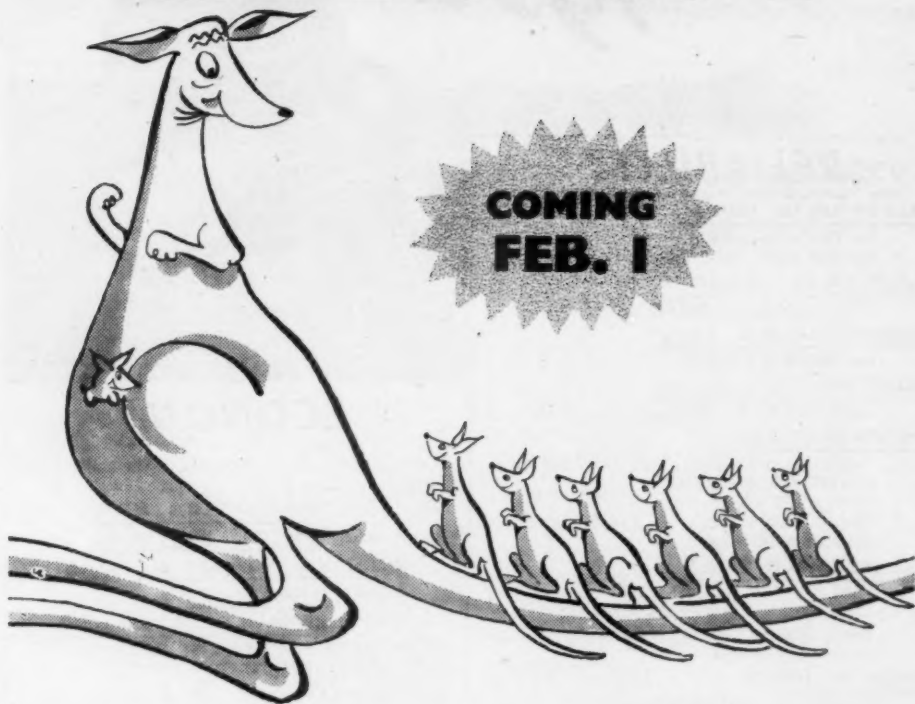
NATIONAL ECONOMY TEST Class 1 :

1st MORGAN (2,088 c.c.) 57.8 M.P.G.

The first aeroplane to fly PARIS-NEW YORK (Costes and Bellonte) and the last British car to win an International Grand Prix (Sunbeam) were both fitted with Solex Carburettors

By the way

# ESSO EXTRA



**THE GREAT NEW PETROL**

**WITH 6 EXTRAS**

ESSO PETROLEUM COMPANY, LIMITED, 36 QUEEN ANNE'S GATE, LONDON, S.W.1

## CORRESPONDENCE

continued

burden of any description" are things, but not all things are "goods or burden of some description": when, then, is a thing "goods or burden"? And that must be answered before one can say that a vehicle is a goods vehicle—that was the Bristol case.

I doubt if anyone would seriously contend that the showman's vehicle was not also a goods vehicle even on the occasion on which he was driving it not to the fair but to perform (as his contribution to the occasion) at a colleague's wedding reception—the case seems too clear. But an estate or utility car carrying a gas cooker or a scullery tap washer—on what ground is that load going to be called, or to be denied to be, "goods or burden of some description"? It is no use talking about "conveyance in the course of trade or otherwise" as settling the question whether the cooker is goods, because it must be goods before the conveyance point can arise. It is not without warrant from the general law to hold that the commercial conveyance of a cooker is the conveyance of goods and the conveyance of it in private life is not: all it means is that, in that particular case, proof that the thing is goods does depend on the quality of the conveying.

One way of answering is to build up, by case law, a vast list of what is *always* and what is *never* "goods or burden of some description" (it must be "always" and "never" if circumstances are not to count). But this is no more satisfactory than the present state of affairs.

The real question is why have any administrative difficulties at all? It is not very bright to talk of "equity" in a purposely created mess. Three remedies are obvious, leaving the profit made out of a vehicle to be dealt with by income tax, and taxing only from a roads point of view; tax on (i) road area occupied, that is, overall length by overall width, or on (ii) the total weight on a permitted loading, or on (iii) a suitable combination of (i) and (ii). But if policies are to keep us where we are, then commercial or non-commercial use is the only honest remedy (as was indicated a long time ago). If anyone feels anxious about a "showman's wedding" case, let him submit a list of vehicles which are to be individually registered as goods vehicles in all circumstances regardless of use. In fact that is hardly worth while, commercial vehicles are sure to be duly registered as such; what we want to avoid is the attempt to entrap non-commercial ones.

LEX.

London, S.W.1.

## "DOING" AFRICA

## Admonitions and a Warning

[64566.]—May I reply to your correspondent Mr. P. Tinsley [64544] who asks for information on motoring conditions in Africa, stating that he intends "doing" Africa from north to south and east to west?

I have spent some six years in Africa, on the east and west coasts, inland, and three years in the Belgian Congo both north and south, and am at present home on leave from British West Africa. During this period I have motored extensively, my average being some 24,000 miles per annum in Africa including desert "roads." If Mr. Tinsley will get in touch with me it is possible that I may be able to assist him.

In any case, I wish Mr. Tinsley every success, although (as apparently he has not driven in Africa) I am afraid that he is in for a few surprises. I hope that Africa doesn't return the compliment and "do" Mr. Tinsley, a habit which she has, even for us who are very fond of her.

ERIC R. ADAMS, O.B.E.

Broadstairs, Kent.

[Letters will be forwarded.—Ed.]

## M.C.C. RALLY

## Run on a Trials Basis?

[64567.]—It would appear from enquiries I have made that the M.C.C. takes the line that competitors in a rally should lose marks only at hazards and not on the roads between them. This seems to me a purely trials attitude which should not be applied to rallies.

With regard to the tests at Brighton, surely it would have been much fairer to all if the "garage" size, at least in width, could have been adjusted to the width of each car, which, after all, has been done before.

Another suggestion I should like to make is that the crew should be asked to change a plug or replace a wheel against the watch. Also I feel that all tests should be kept secret until the end of the road section; if not, those who have the time and live near the finish can always get a great advantage over all others.

B. W. CUFF-MILLER.

Littlehampton, Sussex.

## ACCESSORIES

## Are Not Prices Generally Too High?

[64568.]—The recent complaint by the Birmingham Transport Committee of price-fixing in the motor tyre industry leads me, as a private motorist, to ask if prices for car accessories generally are not too high?

Some justification for the high retail cost of, say, sparking plugs, is long overdue from both manufacturers and distributors, and surely the very number of firms trading as "wholesale motor accessory dealers" is in itself an indication of the high profit margins involved?

G. B. SEYMAN.

Sheffield, 10.

## TV TRIAL

## No Walkover for the South

[64569.]—Whilst in no way wishing to belittle the efforts of the Southern team in the Television Trial, I do feel that J. A. Cooper's remark that the Southern team "duly wiped the floor with their Midland and Northern opponents" (*The Autocar*, November 21) was unfair, to say the least.

Had it not been for that very sporting gesture which enabled an otherwise disqualified driver to climb Hill 2, the result of the trial would have been a 40-point draw for the South and North.

J. FLETCHER.

Feltham, Middlesex.

## POLPERRO

## Differences of Opinion on the Bathing

[64570.]—I feel it is my duty to write to you in connection with your remark to the effect that the bathing at Polperro is dangerous (page 1409, October 24). This is not so. We have one of the safest bathing beaches in the county and lovely bathing pools. We have not had anyone drowned.

C. O. GOODLAND,

Polperro, Cornwall.

Councillor.

[With all deference to Polperro, from personal experience we would point out that the bathing there, like that of so many places on the Cornish coast, can hardly be considered safe. In support of this we quote from page 314 of *The A.A. Road Book of England and Wales*, under Polperro, "There is much rugged coast scenery, but the bathing is hardly safe."—Ed.]



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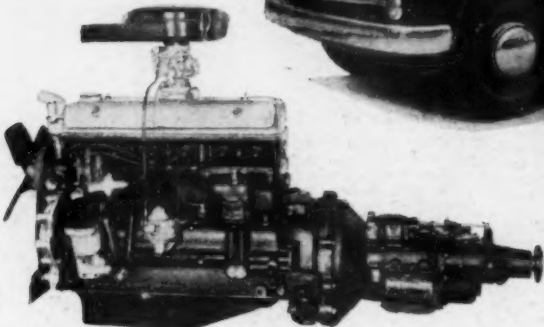
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## NEW CARS DESCRIBED

A high performance and low fuel consumption are said to result from the streamlined shape of the new Borgward 2400. The deeply curved sloping windscreen is interesting, and the screen pillars seem unusually slim for a unit-construction car.



The six-cylinder o.h.v. engine with hydraulic torque converter and two-speed automatically controlled gear box. Visible on the side of the engine are the ignition distributor with vacuum control, external oil filter and hydraulic control unit.

## The BORGWARD 2400

### New German Model with Automatic Transmission and Interesting Constructional Details

**A**T the Frankfurt Show in 1951 a prototype of a new unit-construction Borgward saloon of streamlined shape was exhibited. This was originally intended to be produced with a four-cylinder 1,800 c.c. engine, but after further development a new car of similar appearance is now going into production powered by a new six-cylinder o.h.v. engine of 2.4 litres, developing 80 b.h.p.

The body shape is based on the results of pre-war research work by the German aerodynamicist Professor Kamm and incorporates a gently curving roof line, terminating in a near-vertical rear panel, in a way that does not impede headroom in the rear seats. The car has a unit chassis structure with a slightly arched floor, having a fabricated centre tube to enclose the propeller-shaft. At the sides are two substantial sheet steel box section reinforcements, extending from the forward end of the front wheel arches to the rear of the car. These box sections are utilized as ducts for the heating and ventilation system.

The low drag of the body presumably contributes to the performance claimed, which includes a maximum speed of 95 m.p.h. and an average fuel consumption of only 28-29 m.p.g. The engine is a six-cylinder push rod o.h.v. unit with a compression ratio of 6.9 to 1 and has hemispherical combustion chambers with valves operated by push rods in the same way as on the four-cylinder Borgward engine, the camshaft in the crankcase being gear driven from the crankshaft.

The new transmission, which is available at an extra cost, consists of an hydraulic torque converter, behind which is a two-speed and reverse planetary gear box arranged to give a direct drive to the

3.9 to 1 axle, or an overall reduction of approximately 8.9 to 1 for acceleration and hill-climbing. The driver selects forward or reverse with a steering column lever, and changes within the two-speed box are effected automatically. When road conditions call the reduction gear into action, it is engaged by an hydraulically operated clutch control through a series of piston valves. As an alternative, a conventional three-speed synchromesh gear box is offered with an orthodox clutch.

The power unit, together with front suspension and steering assembly, is mounted on a detachable sub-frame which is insulated from the body structure by substantial rubber pads. The rear suspension, which is by swing axles in conjunction with coil springs, is mounted, together with the final drive and differential unit, on a box section cross member which is attached to the rear of the main structure by four cone-shaped metal bonded rubber mountings. The front suspension is conventionally arranged, with coil springs and wishbones of unequal length, telescopic dampers being used all round.

Standard equipment includes a heater and radio. The luggage locker and the bonnet are both locked from inside the car and an anti-theft lock is provided on the steering column. The spare wheel and tools are housed below the luggage locker in a separate compartment which is reached by hinging down the centre section of the rear bumper.

The Borgward Hansa 1500 saloon is now no longer in production, having been superseded by the more powerful Hansa 1800 with an enlarged version of the four-cylinder o.h.v. push-rod engine. This car has a backbone chassis, with

four-wheel independent suspension, and is available in several body styles.

#### SPECIFICATION

**Engine.**—6-cyl, 78 x 81.5mm, 2,337 c.c. Compression ratio 6.9 to 1, 80 b.h.p. at 4,250 r.p.m. Maximum torque 116 lb ft at 2,250 r.p.m. Four-bearing crankshaft. Hemispherical combustion chambers. Side camshaft, gear driven, operating o.h.v. by push rods and rockers. Twin-choke downdraught Solex 30 PAA carburettor. Pump and fan cooling.

**Transmission.**—Hydraulic torque converter and epicyclic two-speed gear giving direct drive or an overall reduction of 8.97 to 1. (Axle ratio 3.9 to 1.) Manually operated reverse, 13.6 to 1. Alternative dry single-plate clutch 10in diameter and three-speed gear box with synchromesh second and top. Overall ratios, 3.9, 6.47 and 11.46 to 1. Reverse, 13.32 to 1. Steering column gear change. Hypoid bevel final drive.

**Suspension and Steering.**—Front, independent by coil springs and 5 deg trailing wishbones, telescopic dampers. Rear, independent by coil springs and swing axles, telescopic dampers. Worm steering gear, divided track rod.

**Brakes.**—Hydraulic. Hand brake cable operated on rear wheels.

**Wheels and Tyres.**—6.40-15in on 5-stud steel disc wheels with broadbase rims.

**Electrical Equipment.**—6-volt, 75 ampere-hour battery. Head lamps, double dip 36-36 watt.

**Fuel System.**—11 gallon rear tank. Oil capacity 8½ pints. Full flow filter.

**Main Dimensions.**—Wheelbase 8ft 6½in, track (front) 4ft 5½in, (rear) 4ft 7½in. Overall length 14ft 6½in. Width 5ft 10½in. Height (laden) 5ft 10½in. Ground clearance 7½in (laden). Turning circle 36ft 3in (¾ turns lock to lock). Weight in running trim with 11 gallons petrol, 3,960lb.

**Price.**—With automatic transmission, DM 14,000 (£1,232). With synchromesh gear box, DM 13,000 (£1,145). Not available in Great Britain.



# AMERICAN NOTEBOOK

## A NEW DODGE ENGINE : FIREPOWER TRACK CAR

*Detroit, Michigan*

**W**ITH the advent of new model time in the United States, the industry is pulling aside its year-long black-out curtain to reveal the most important styling and engineering changes in nearly a decade. On tap for 1953 are numerous super-powered engines, drastically redesigned bodies, wider use of devices like power steering and power brakes, and introduction of gimmicks like air-conditioning and wire wheels. Here is a car-by-car run-down of the most important features expected:—

Plymouth and De Soto have new bodies. Bonnets are shorter, glass area improved. Engines are not much changed.

Ford will show only slight styling changes. The grille is remodelled.

Chevrolet has both a new body and greater power. Two engines will be offered, each with 235.4 cu in displacement (3.9-litre). One for the standard transmission develops 105 b.h.p. with a 7.2 to 1 compression ratio, the other, for Powerglide transmission, develops 115 b.h.p. with a 7.7 to 1 compression. The automatic transmission also has new features.

Oldsmobile will have improved styling and performance. A 12-volt electrical system is expected, as are wire wheels on some models.

Buick's long-awaited V-eight will have a horse-power near the 190 mark. It, too, may have a 12-volt system. Dynaflo transmission is said to be better.

Lincoln features a 205 b.h.p. engine. There are practically no styling changes, but power steering and power brakes are available.

Pontiac has a complete new body and an engine with higher compression. Its V-eight is at least a year away.

Cadillac will boost b.h.p. to stay in a competitive position. It will be in the 200-210 range. Air-conditioning and a 12-volt electrical system are other expected features.

Nash will probably not be too greatly changed. The

The Ford company's average man; developed by the engineering staff, he is used in the design and testing of car seats, arm rests, and head and leg room of the company's products. His height of 5ft 9in and weight of 164 lb were taken from the army's war records.



smaller series Rambler will be restyled with the Farina look.

Studebaker will have striking new styling, coming as close to sports cars in height and length as is possible in a family car.

Willys will bring out a four-door sedan and hard-top. No major changes.

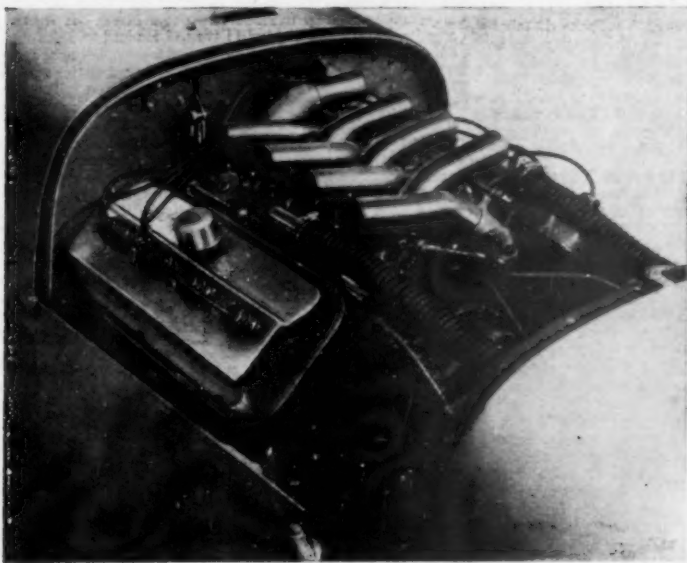
Mercury offers only modest appearance refinements, but will announce a slightly snappier engine.

Hudson's big news will be its new light car. This will have an entirely different six-cylinder engine and body from that found on current models.

### DETAILS OF DODGE ANNOUNCED

**D**ODGE incorporates the most dramatic changes in its 38-year history. While body lines are completely different from any previous styles offered by this firm, its 140 b.h.p. V-eight engine, according to Dodge engineers, produces "More horse-power per cubic inch of displacement than any other American automobile engine now in volume production." It peaks at 4,400 r.p.m.; has a capacity of 241.1 cu in (4-litre); compression is 7.1 to 1; it develops 220 lb ft torque at 2,000 r.p.m. The bore and stroke are 3 1/4 in x 3 1/2 in. Called the Red Ram, it is offered in the Coronet line.

Like the other V-eight engines developed by the Chrysler engineering division, the Dodge uses hemispherical combustion chambers, with overhead valves operated by rocker arms and shafts, which are actuated by dual push-rods off a single high-lift camshaft. Breathing efficiency of the engine is improved by the design of the manifold systems. For intake, cylinders are fed by equal-length mani-



Tuned to produce 404 b.h.p. at 5,200 r.p.m. and installed in a Kurtis-Kraft chassis, the Chrysler Firepower engine has lapped Indianapolis at 137 m.p.h. and reached 170 m.p.h. on the straights.

## AMERICAN NOTEBOOK

continued

fold branches, so that each cylinder gets a full charge of fuel. Each has its own individual exhaust port to the exhaust manifold.

Other features include a short, rigid counterbalanced crankshaft with five main bearings, slipper-type aluminium pistons and a dual-down draught carburettor.

Dodge also offers two six-cylinder models, the Meadowbrook and the Kingsway. The former is a four-door sedan powered by a six-cylinder engine which develops 103 b.h.p. at 3,600 r.p.m. The latter is powered by a six-cylinder engine which develops 100 b.h.p. at 3,600 r.p.m. There are various body styles. Better handling on turns and curves and a smoother ride are claimed for a new front suspension plus softer and wider rear springs.

## NEW CHRYSLER STYLE

THE 1953 Chrysler line is restyled. Two engines are again offered. The V-eight Firepower is in all models except the Windsor series, which feature a 119 b.h.p. Spitfire power unit. Chrysler is the first of the new American cars to incorporate a 12-volt electrical system. It is on the Crown Imperial line.

The front-end styling is designed to retain identification. There are new bonnet top ornaments and new parking light styling. The total glass area has been increased and includes a new one-piece wrap-round curved windscreen.

The new Chryslers are one inch lower than the previous models, and an increase in car width from 75½ to 76½ in results in ½ in additional seating room in the front and a rear seat ½ in wider.

## LUXURY PACKARDS

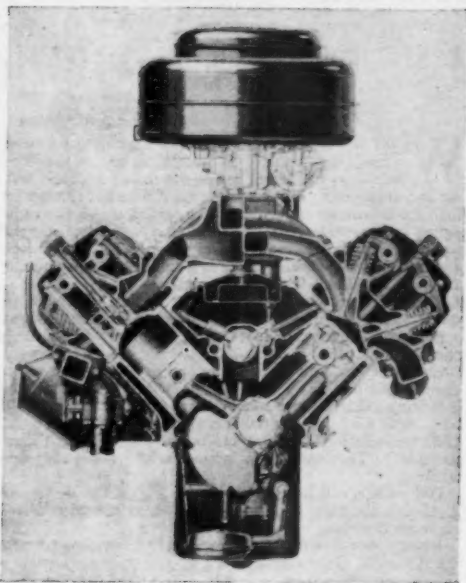
IN a major manufacturing move, Packard is introducing a luxury line of cars for 1953 as well as the more moderately priced Clipper series. Prices range from \$2,500 for a standard Clipper to \$6,900 for a custom-built sedan. Both lines retain the styling which has characterized Packard in recent years. However, there are a number of engine changes to boost horse-power. In addition, a new power steering unit is available, plus such equipment as air-conditioning, power brakes and automatic transmission.

The power steering unit, developed by Packard, takes about 80 per cent of the effort out of driving but, it is claimed, allows the driver to retain the feel or control of the car. The Packard engine has been increased from 155 b.h.p. to 180 b.h.p. at 4,000 r.p.m.; from 135 to 160 b.h.p. at 3,600 r.p.m. on the Clipper de Luxe; and Clipper models from 135 b.h.p. to 150 b.h.p. at 4,000 r.p.m.

## FIREPOWER AT INDIANAPOLIS

THE eyes and ears of America's racing fraternity have been turned to Indianapolis this fall. Over the rough road of the asphalt and brick oval a "souped-up" passenger car engine mounted in an Indianapolis-type chassis has been chalking up sensational news. The engine is the Chrysler V-eight Firepower. Tuned to produce 404 b.h.p. at 5,200 r.p.m., and installed in a Kurtis-Kraft chassis, it has turned the famed Speedway at 137 m.p.h. for a single lap, hitting 170 m.p.h. on the straights. These, and numerous other figures, were unofficially recorded during a series of sustained driving tests in October, just before the course closed for the winter season.

In a two-week period the car was driven 200 laps at an average speed of 134.35 m.p.h. This is a distance equivalent to a complete 500-mile race, and indicated to the test crews that the Chrysler engine could compete in the big event without falling apart. During this experiment an intensive two-day session was run in which 56 laps were completed at an average speed of 135.02 m.p.h. In two other runs 61 laps were covered at 134.09 m.p.h., and 44 laps at 134.68 m.p.h.



Developing 140 b.h.p. this 4-litre V-eight engine produced by the Dodge company peaks at 4,400 r.p.m. It is called the Red Ram.

Drivers, mechanics and engineers who witnessed the trials feel that this car can hold its own with top Indianapolis race cars. Whether it makes the 1953 classic depends upon the technical committee of the A.A.A. Under present regulations, top capacity limit at the Speedway is 270 cu in. The Chrysler engine displaces 331 cu in (5.4 litres). If it is to compete, the specification will have to be raised to 335 cu in, as was done on the dirt track circuits this year. Word around Indianapolis is that a decision may be reached at the annual December meeting of the A.A.A. in Washington. The car was at the Speedway to participate in tyre tests conducted by the Firestone Tyre racing division. The Chrysler Corporation engineering division did the engine modification, accepting the assignment as an extension of their tests and experiments which began with the work done by James Zeder, vice-president. The potentialities of the Chrysler engine were reported by Mr. Zeder to the S.A.E. in March. The chassis is nearly an exact duplicate of the one used by Bill Vukovitch in this year's 500. One major difference is the location of the engine, now dead centre.

Replacing the four carburetors is a Hilborn-Travers fuel injection system. A Vertex Scintilla magneto is used for ignition. According to the engineers the additional horsepower boost is accounted for by the use of a 2 to 1 fuel mixture of alcohol and gasoline, plus the refinements in tuning. Transmission is a two-speed mechanical Meyer-Drake installation; the rear axle ratio is 3.03 to 1; the engine has a dry sump and a standard full-flow oil filter. The crankshaft, connecting rods, engine bearings, rocker arms, push rods and gaskets are all standard Chrysler components. The compression ratio has been raised considerably by doming the piston. Certain modifications were made in the camshaft, as might be deduced from the results, and mechanical tappets were installed.

With these changes the unit develops 442 lb ft torque, a factor which gives it exceptional acceleration. The b.m.e.p. is 202, and horse-power per cu in 1.22.

## SPORTS CAR RAGE

THE swing towards Detroit-built "sports" cars continues to gain momentum here these days. Kaiser-Frazer has announced plans to build more than 1,000 Fiberglass-bodied cars in 1953. Styled by Howard Darrin of Los Angeles, the new model will weigh in the neighbourhood of 2,000 pounds. It will be powered by a Henry J six-cylinder engine, and the cost is expected to be in the \$2,300 bracket. It is expected to be presented to the public in about nine months.

For a little under \$6,000 U.S. motorists will be able to buy a Buick Skylark next year. This is the sports convertible introduced last fall. Built on a Roadmaster chassis, it will be powered by Buick's new V-eight and have power steering as well as all other Buick luxury features.

In fact, wherever one goes in Detroit these days the sports car rumour crops up, each time linked with a different manufacturer. Latest reports just about make it unanimous that during the next couple of years every company will place such cars on the market. Chevrolet is said to be preparing a sports model for 1954. Powered by the new G.M.C. truck engine, the car's price tag is near the \$3,000 mark. Ford is also supposed to have one in the development stage, featuring an Italian body. Pontiac and Chevrolet are expected to introduce sports convertibles in next year's line, similar to the Buick Skylark.

Out in California there are ten special Kurtis Kraft sports cars being built, each featuring different Detroit power plants. Two of these are made with Hudson components. Weight of the car is quoted at around 1,900 pounds. Two more are being built for a local enthusiast, and will be powered by a Chrysler and De Soto engine respectively. Ownership of the remaining six is not known, but all cars will have cycle-type wings and use a chassis based upon Vukovich's Indianapolis race car.

A company to produce Fiberglass bodies which will transform any American car into a sports car has been started in Detroit. Known as the Testaguzza body company, the firm is setting up operations to turn out a two-seater, minus decorative trim, for \$1,000. Developers of the idea are Gino and Cesare Testaguzza, both of whom have been with various motor company styling departments for the last 15 years. The pilot model of the car, currently being shown around Detroit, is called "La Saetta." Weighing only 175 pounds, the body is mounted on a standard Chevrolet chassis. The car is powered by a hotbed-up Chevrolet engine developing 142 b.h.p.

Cesare Testaguzza estimates that with this body an American sports car may be obtained for as little as \$1,800. To do so, the buyer would have to start with a second-hand chassis and engine, reworking them to suit. Should the body company do the complete job, he believes delivered cars will be priced at \$2,800 up, depending on trim, and so forth.

The plant will go into production within two months, and output is planned for five bodies a day at the outset.

New, smaller carburetors, weighing less than half the larger type they replace, are being produced for the De Soto Fire Dome V-eight engines.

## ENGINEERING DEVELOPMENTS

TWO engineering achievements are currently attracting attention. One is a new carburetor by the Chrysler Corporation's engineering division. The other is a new air-conditioning unit for cars introduced by the Chrysler laboratories.

The carburetor, which is on De Soto V-eight cars, is smaller, lower in height and weighs less than half as much as the former one. Eventually, it will probably appear on all Chrysler Corporation V-eight engines. Among several considerations governing its development was the need to reduce carburetor height so that the air cleaner and silencer could be retained on top and still leave enough space under the lower bonnet lines of today's body styling.

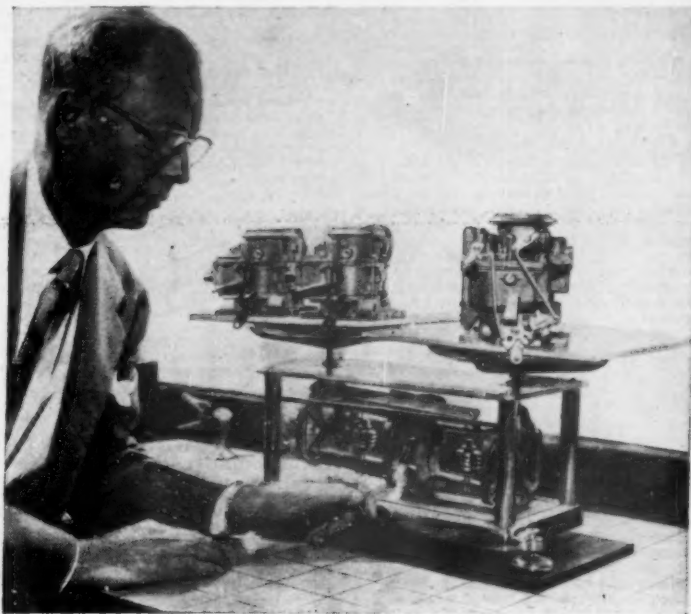
The new carburetor is constructed of aluminium die castings and is of the two-barrel type. Despite its smaller size the unit retains the same full-sized fuel and air passages and throttle as the old style. The water-jacketed body has also been retained, as it eliminates icing, a phenomenon causing engine stalling under certain conditions of cold and humidity.

Chrysler's new air-conditioning unit has been under severe test for many months, and in various stages of development since 1939. It is a product of the corporation and Airtemp Division, one of the country's largest makers of air-conditioning, refrigerating and heating equipment. No price has been set on the unit as yet, which will probably be offered as optional equipment on 1953 lines.

The new system cools, and acts as a dehumidifier as well. Instead of merely cooling the air inside a car and then recirculating the same air again and again, Chrysler's method adds 25 per cent fresh air from the outside to that inside. During scorching mid-West heat waves, cars equipped with the system maintained freshened and dehumidified air inside at temperatures in the seventies while moving in slow, heavy traffic with outside temperatures in excess of 100 degrees.

One control, installed on the instrument panel, admits the desired amount of air, which is forced into the car through a grille located on the shelf behind the rear seat. Intakes are mounted on both sides of the body.

GEORGE MERRIMAN.



## "The Autocar" READERS' SERVICE

### "DRINKING" PETROL

*I am the "unfortunate" owner of a 27 h.p. ex-W.D. vehicle, and find myself in the position of having a car which costs a small fortune to run. I had the engine reconditioned and it has since done 250 miles—but still I get only 12 m.p.g. Can you advise me?*

Brighouse, Yorkshire.

**A**S your car has done only 250 miles since reconditioning the engine will still be tight, and undoubtedly the petrol consumption will be much in excess of what it should be when the engine is quite free. You cannot really estimate m.p.g. until the engine has done well over 500 miles and has been readjusted, when you may find the consumption more reasonable.

However, you could get into touch with the makers of the carburettor, as it might be possible to check your instrument against a master carburettor. Naturally, such an engine will never be economical, but really careful ignition and carburettor tuning after the engine is run-in should improve matters.

### Replicas

*I have quite frequently seen cars described in advertisements as Rolls-Royce Replicas. What, for example, is a 1935 Replica?*

Keighley, Yorkshire.

**R**ELIABILITY and long life are synonymous with Rolls-Royce, but fashions change in matters of coachwork styling. Before the war many older chassis had new, up-to-date bodies built on them, and one so converted in 1936 would be a Replica of that year.

### Discoloured Screen

*The windscreen of my 1939 Ford is becoming opaque along the lower edge. I would be glad if you could tell me why this is happening and also what I should do about it?*

A. M. D.

Winchester.

**T**HE sealing at the bottom of the laminated screen has become defective and moisture is finding its way in. On a hot summer day, or if the screen was warmed up, you would find that the discoloration tended to disappear but it would, of course, be just as bad again after rain.

There is nothing you can do to prevent it spreading except to improve the sealing. In time it may be necessary to have a new glass fitted.

### Clutch Drag . . .

*My clutch is not disengaging fully on occasion with the result that first gear is not obtained silently even when the engine is warm, and even gear changes on the move are sometimes noisy. What is the likely fault?*

Leicester.

**I**T may be, of course, that the clutch is not properly adjusted to give adequate clearance. Failing this it may be that the centre plate is sticking on the splines of the clutch shaft instead of floating. The three clutch members are the flywheel, pressure plate (which is moved by opera-

tion of the clutch pedal) and the centre plate. When the pedal is depressed the centre plate should float between the other two, but clutch drag will result if it fails to slide easily on the splines.

### . . . and Clatter

*My car is troubled by a ticking noise from the clutch housing which, when the car is held up in traffic, is sometimes very loud. The clutch itself works normally, but I do not like the metallic-sounding tapping. What is likely to be the cause?*

Ilford, Essex.

E. C.

**S**UCH a noise is most likely to be coming from the thrust bearing mechanism as a result of a lack of resiliency in the springs which locate the thrust pad. As the clutch is working well you need not take immediate action unless the noise is too irksome.

### Visitor's Licence

*I have come to England for a visit and wish to do some driving, but as I have not got my home country licence with me I am told that I must take a driving test and that this cannot be taken until I have held a provisional licence for at least three weeks. Surely there is some way round this?*

A. P. F.

Doncaster, Yorkshire.

**T**HERE is no need to take a test, and you can get a visitor's licence through the motoring organizations. Alternatively, if you would like to get a permanent licence you can, as an overseas visitor, be tested without the normal compulsory period which is necessary for a provisional licence holder who is a resident of this country.

### S.A.E. Rated Oil

*I understand the meaning of the letters and figures applied to oil viscosities, like S.A.E. 30, but should be very glad if you would explain the significance of the additional W which sometimes appears. For example, S.A.E. 20-20W.*

Todmorden, Lancashire.

D. T. H.

**N**ORMAL S.A.E. ratings for lubricating oil are based on the viscosity of oil measured at 210 deg F. The necessity for oils which will remain fluid at extremely low temperatures has produced another series of oil grades, the 5W, 10W and 20W. For these grades the viscosity is measured at 0 deg F and is, therefore, a more useful indication of their behaviour in extremely cold climates. An oil which had the designation 20-20W would, therefore, be one which met the S.A.E. 20 viscosity requirements at both test temperatures.

### Raising Compression

*I own a 1952 Morris Minor, and am considering lowering the cylinder head a millimetre or so to obtain better performance. I use Italian supercarburants (about 85 octane) and therefore I do not think that raising the compression slightly should result in any pinking. I would be glad if you would advise me what is a*

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Queries should not be submitted which are the normal business of manufacturers' service departments

reasonable amount to have taken off the cylinder head, bearing in mind the type of fuel used, and what the corresponding compression ratio would be. I do not wish to go to extremes.

Genoa, Italy.

A. E. G.

**T**HERE is no serious objection to raising the compression ratio in view of the fuel available. Probably it would be sufficient to remove 3mm (0.030 inches) from the cylinder head face, which would raise the compression ratio to about 7.2 to 1. It is improbable that any harm would result from a greater increase, but this should be sufficient to give you a noticeable increase in power and liveliness with, if anything, a slight reduction in fuel consumption.

### Horn Relay

*I would be grateful if you could tell me the function of the relay in the horn circuit. Is this required only for two or more horns and for both 6- and 12-volt systems?*

N. D. H.

Alnmouth, Northumberland.

**T**HE purpose of the relay in the horn circuit is to use only a pilot current of small amperage at the horn button, and to keep the heavier connections between relay and horn short. It is usual to find a relay with the modern 6-volt set because the current taken is likely to be about 6.5 amps for each horn; a total of 13 amps if two horns are fitted. It is also becoming standard practice to fit a relay with 12-volt systems.

### Stiff Rings?

*I have had new piston rings of the special oil-control type fitted by the local agents to my Austin Seven. On re-assembly I find that considerable effort is required to turn over the engine without the cylinder head in place, the stiffness being steady over the whole throw of the crankshaft. Can I take this as the correct condition with these new rings, or is it possible to overtighten the big-end bearings using a box-spanner and gin tommy bar?*

R. L. M.

Mapperley, Nottinghamshire.

**I**T is not unusual to experience more friction with these rings than with the normal type and this may account for the increased stiffness that you have experienced. On the other hand, it may well be that during assembly one of the bearing caps on the connecting rods has been reversed and this could cause extra stiffness. Tightening the bearing caps by means of a 6-in tommy bar should not cause excessive stiffness unless the bearings themselves have been renewed or have been incorrectly fitted.



## The way ahead

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John Clegg smiles ruefully as the Clegg Special comes to rest on Alf's Delight; his passenger, however, is worried lest the car should tip over backwards.



## A TOUGH FEDDEN TROPHY

BRISTOL M.C. TRIAL GIVES THE EXPERTS A HARD DAY

IT has been noticeable of late that the number of entries in the out-and-out type of reliability trial has been falling off somewhat, and in the circumstances the Bristol M.C. and L.C.C. can be accounted to have done well to obtain a total entry of 37 cars for the annual Roy Fedden Trophy trial. Last year, as many of the competitors still remember, the trial was virtually abandoned, torrential overnight rain having upset all the organizers' plans and almost all the competitors being stuck at the bottom of a sort of Valley of Doom with no practicable way out. However, no such disaster intervened this year, although a sharp snowfall during the Friday night caused considerable forebodings.

This year the start was from the hospitable Compass Hotel at Tormarton, near Chipping Sodbury, in Gloucestershire. The route, which included ten observed hills, was—as usual—split into two parts or loops, competitors with odd numbers taking the northern half before lunch and the southern half after, while

those with even numbers reversed the procedure. This helped to avoid undue delay at any one hill, and perhaps this was just as well. As a result of some hold-up to the odd numbers at the last hill in the northern loop, they ran thereafter considerably later than had been intended; nevertheless, all finished in daylight, which was the main thing.

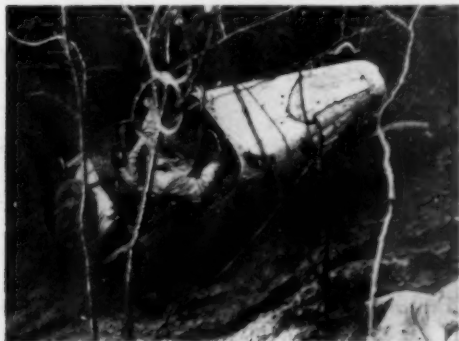
### Varied Conditions

The northern loop, which was concentrated in the area round and about Wotton-under-Edge and included such old favourites in the way of hills as Alf's Delight and Breakheart, was entirely free from any traces of snow and, indeed, was almost dry in many parts. But the southern part, spread over an area including the villages of Castle Combe and Slaughterford, had quite a bit of snow on it in the early stages, although by mid-afternoon it was drying up in the wintry sunlight. This, however, did not seem to result in so great an advantage to the later

arrivals there as might have been expected, for on the whole they fared better on both halves of the route; in any case, of course, this is a natural hazard and part of the fun.

Alf's Delight, the first hill to be attempted by the odd numbers, is a very short and steep acclivity, and the fact that the competitor is forced to start close up to the foot and at right angles to it precludes any attempt to rush it. All depends on how smartly the car gets away, and D. W. Price was the first to show how it should be done, whipping the Price Special round, up and over more quickly than appeared feasible. Surprisingly, two leading Northern trials specialists, John Clegg and Cyril Corbishley, both failed low down; the latter may have been daunted by the fact that the radiator on his C.C.S., now mounted behind the seats, had sprung a seam from too high a steam pressure, giving at intervals a fair imitation of a geyser.

Next came the special test, of the forward-and-reverse type, at a cross roads; but it seemed, in view of the difficulty of the course, unlikely that there would be much need for its aid to determine the winners. Fort, this year, was divided into two sections, which increased its difficulties, while the famous Breakheart was vanquished at regular intervals with not a great proportion of failures, although one or two surprising ones were noticed here. But a new hill entitled Breakheart Junior made its debut in this event, and more than made up the difference by proving unclimbable—it was a matter not of getting all the way up, but getting farther up than the next man. W. H. Waring, in his original supercharged Dellow, was worried on all these hills by a persistent bout of inexplicable clutch slip, until finally he noticed that the stop restricting the backward movement of the clutch pedal had been bent forward. One sharp yank on the pedal, and hey presto! full traction was restored—but points had already been lost.



Seen through the tracery of saplings and the tow-rope, the supercharged Dellow of E. W. Reynolds sticks in the Millside mud.

## A TOUGH FEDDEN TROPHY . . . . . continued



Splosh by name, and splosh by nature! P. Clegg's Clegg Special, completely awash, receives outside assistance to extract it from the mire.

The next, and last, hill in the northern loop was extremely aptly named Splosh. In fact, it was not really a hill at all, consisting of an initial dash along a submerged track, an acute hairpin round a tree trunk at the far end and a slight rise into a muddy but not difficult lane. The problem lay in picking the right path in the waterlogged and rutted section; P. A. Atkinson, in the Atkinson Special, was first man up and showed that it was possible, but then followed several failures in quick succession which proved extremely difficult to extract from the bog. P. Clegg, in one of the Clegg Specials constructed by the other Clegg, was heard appealing for a lifebelt as the water rose around him in the cockpit; Dave Price was unlucky not to succeed, the ignition system becoming waterlogged at a crucial moment, while he even had to drain the sump afterwards to rid the engine of a non-lubricating mixture of mud, oil and water. Waring, too, had almost got through when a dollop of mud landed fair and square on the Dellow's exposed carburettor intake, choking the engine abruptly. But many more did succeed, even if damped somewhat in the process.

#### Stinging Nettleton

In the southern loop the first hill was Nettleton, which was in unconquerable mood. Towards the end, Rex Chappell had the misfortune to overturn his Cotton Special here; not on the run up, but on the often more dangerous slide back down again. Fortunately he was quite unhurt, but his wife, in the passenger's seat, hurt her arm. The remaining competitors declared the procedure to be rather on the dangerous side, and the stewards of the meeting, who were there at the time, decided to cancel the use of this section and omit it from the reckoning. This, however, seemed rather a pity, as all but eight or so competitors had already attempted it with only the one mishap.

One of the best performers on almost every hill was E. J. Chandler, in the Chandler Special. Although the bearer of an even number, and therefore having the worst of the conditions on the southern loop, he was gradually accumulating a lead over his neighbours in the trial, and would obviously be a force to

reckon with at the end. Among the even numbers, he was among the few to approach the top of the last hill but one of the southern loop; this was Shrub, a long climb culminating in a sharp right turn up a steep bank. Even in the afternoon, when the odd numbers were here,

F. D. Woodhall has a good try, aided by his bouncing passenger, to get the ex-Brayshaw Hillman-engined H.F.B. up Alf's Delight. The front suspension is by Morris Minor.

Below: W. A. Cleave's Morris Special, a more normal type of car than the majority of trials specials, comes to rest in the morass of Splosh.



failures were many; Waring, Price and J. Readings (with the Regent Special), however, were never in doubt, sailing over the top in fine style. The last hill, Mill-side, contained an acute hump at an awkward angle, followed by a trough and a sharp step; in the morning only Chandler climbed it, and then car after car got stuck on the step until Waring successfully surmounted it in the half-light towards the end.

Afterwards all the competitors returned to the Compass Hotel, most of them to stay at least long enough to thaw out and assuage their hunger and thirst. Then they departed, some in trials cars, others in saloons with their mounts on trailers behind, and for not a few of them there was the prospect of the Southsea M.C. Inter-Club Team Trial on the following day.

#### PROVISIONAL RESULTS

**Ray Fedden Trophy** (best performance): Chandler Spl. 1.172 s (E. J. Chandler), 50 marks lost.

**Alexander Dunham Cup** (runner-up): Appleton 1.172 (J. H. Appleton), 70.

**Duchess Trophy** (up to 1,300 c.c.): Franklin 1.099 (C. M. Seward), 75.

**Basil Barber Memorial Trophy** (supercharged car): Price Spl. 1.172 s (D. W. Price), 75.

**Club Cup** (best Bristol club member): Ford 1.172 (I. D. L. Lewis), 80.

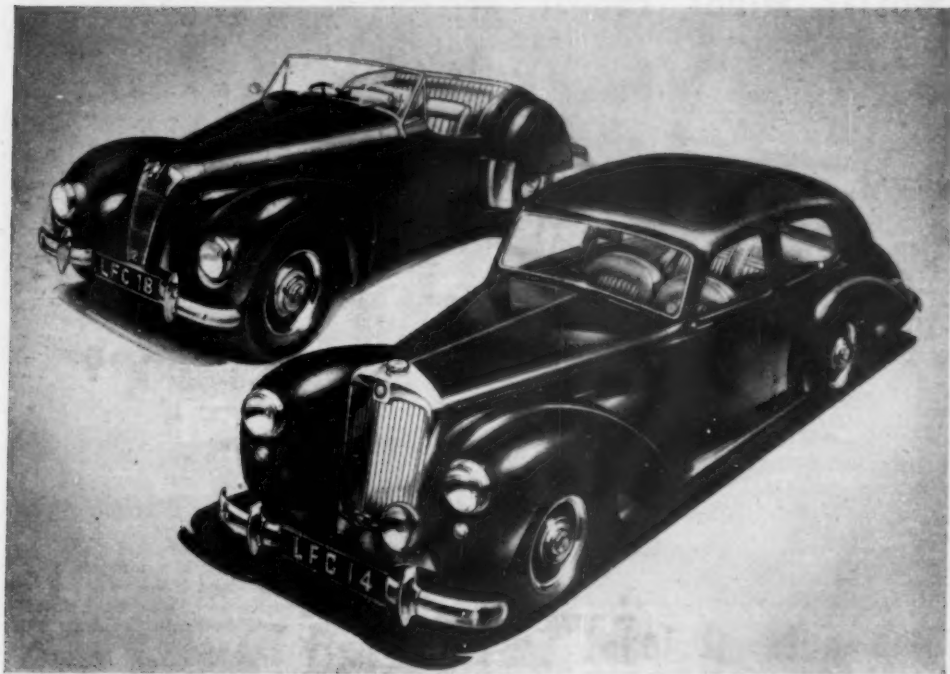
**First-class awards:** Paul Spl. 1.172 (R. W. Faulkner), 80; Gair Spl. 1.172 (R. A. Jauncey), 85; Dellow 1.190 s (W. H. Waring), 85.

**Second-class awards:** Atkinson 1.245 (P. A. Atkinson), 85; Gair Spl. 1.172 (W. G. Gair), 85; Regent 1.140 (J. Readings), 90.

ST entries: 2 non-starters; 2 non-finishers.



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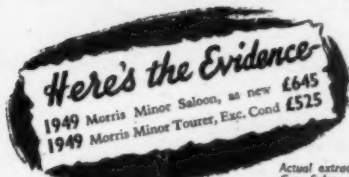
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Leslie Onslow-Bartlett makes a determined but unsuccessful effort to get his new trials car smartly off the line at the foot of All's Delight, in the Roy Fedden Trophy Trial last Saturday. (pages 1599-1600). The major bulge in the bonnet conceals the supercharger.

## THE SPORT

by

J. A. COOPER

ONE of the principal items of news this week has been that Mike Hawthorn has signed up to drive as a member of the official Ferrari team next season. This is a considerable honour for Hawthorn, who has had only one season at the wheel of a genuine racing car, although he drove his sports Riley very successfully before then; he has grasped the opportunity firmly.

There will undoubtedly be some critics who will say that he should not have taken this step, and that he should be seen at the wheel of a British car; let me say now that I do not agree with them. It seems unlikely, as the situation stands at present, that Britain will be able to field a car next season which is capable of competing on level terms with the Ferrari and Maserati opposition; we may not be far behind, but the essential fact remains. Therefore it is surely better for this country's prestige that one of its drivers should be up in the front rank, even at the wheel of a foreign car; the implied compliment to this country is well worth having. Moreover, the experience gained in a season's racing for a crack team such as Ferrari will be invaluable, and will stand Hawthorn in good stead in the 1954 season, when perhaps he will once more be seen in a British car, and one with a greater chance of outright victory. No, I have no particular one in mind; this is all pure speculation.

Incidentally, it may not be generally known that Stirling Moss received a similar offer from Ferrari at this time last year. He turned it down, partly at least because it would have meant giving up his position in the Jaguar team in sports car racing; that must have been a hard decision to make, and from the point of view of the onlooker it is in some ways a pity, for it would have led to some most interesting comparisons. Personally, I feel that some interchange of drivers is a good thing, for it can only help to reduce the intense spirit of fanatical

nationalism which is, after all, to blame for many of the troubles in the world today; but that is a wider subject altogether.

CONSIDERABLE speculation has been aroused in Italy by the recent move of Ing. Colombo, the famous racing car designer, who resigned from Alfa Romeo to join Lancia in September. There is already a formula 2 rear-engined Nardi racing car in the course of development, employing the Lancia V-six engine. Colombo was at Alfa Romeo before the war, then joined Ferrari, and went back to Alfa Romeo for a time before joining Lancia. He is said to have accepted the Lancia post despite offers from the Argentine Government and from Marzotto, the textile manufacturer and father of the four racing driver sons, who is widely regarded as the richest man in Italy and has several times been reported as contemplating car manufacture.

THE trials car with Austin A.40 engine with which Ken Wharton won the 1950 R.A.C. Trials Championship has now been bought by A. W. ("Doc") Lilley, and it will be interesting to see this car back in circulation again. Lilley, in turn, has sold his supercharged Ford-Ten-engined Clegg Special to P. Clegg—not the constructor thereof, who is J. Clegg. All very confusing.

Leslie Onslow-Bartlett's latest trials creation is of interest in that the engine, which consists largely of Ford Consul components but uses a Vauxhall Twelve block and crankcase, is mounted almost on its side, with supercharger uppermost. The radiator is behind and to the left of the engine, where the passenger's feet should go; the chassis is a backbone type, with B.M.W. i.f.s. and 1952 Hillman Minx back plates and stub axles. The rear axle is Ford van-type, with 6.8 to 1 ratio, the gear box Ford Ten. The complete car is not light, scaling about 12 cwt; but, as Leslie says, he grew so tired of never finishing in a trial through something breaking that he was determined

this time to make a car that even he couldn't break! For next year, though, in common with that of many other present-day trials cars, the wheelbase will have to be lengthened to comply with the new regulations.

SECOND place in the M.C.C. Rally, when he finished only a decimal point behind the winner, was a brilliant "come-back" for Ken Rawlings after many months of convalescence following a road accident nearly a year ago. Ken, who is in the motor trade in the Midlands, was a passenger in a car which crashed, and suffered severe pelvic injuries which made it doubtful at one time if he would be able to walk properly again; he spent several months in hospital. The M.C.C. Rally, in which he ran his famous Vanguard-engined "Buttercup" was in the nature of a try-out to see how he stood up to the strain of rally driving, and will probably encourage him to run in this year's Monte Carlo Rally as a co-driver. Rawlings is one of the more colourful trials and rally competitors; he usually has socks and a woolly cap to match the brilliant yellow of his car and has been known to appear at evening functions with a dress tie of the same hue.

FRESH from their successful organization of the Brighton Rally, M.C.C. members, officials and guests dined and danced on Friday last at the Park Lane Hotel; this was the 41st annual dinner of the oldest motor sporting club (founded 1901). Major Marians, club captain, took the chair, and must have found the promise of full support for the sport from the *Daily Express* a gratifying one to hear; it was made by Mr. T. Blackburn, general manager, in his reply to the toast of the guests.

During a chat on the vexed question of disqualification from a rally on the information of travelling marshals it was reliably reported that the view of the police was that a rally fatality involving a non-participant might be the end of road rallies in this country. That, it

## THE SPORT

continued

seems to me, makes it imperative that the rally house shall be kept in order. Moreover, this is no new departure for the sport; a competitor in a race may lose his competition licence as the eventual result of an observer's report, and if private "policing" of driving can be accepted on the track it should be similarly accepted on the road.



**THE** Mexican Pan-American Road Race seems to have been a fight to the finish in every sense of the phrase. Right from the start, the 2.3-litre Gordini driven by Jean Behra took the lead in spite of intense opposition from Bracco's privately owned Ferrari, Ascari's works Ferrari and Kling's Mercedes. Ascari dropped out in the first stage as a result of a minor accident and Manzoni's Gordini likewise disappeared, with mechanical trouble. Villorelli was delayed for three-quarters of an hour by gear box trouble with his Ferrari. Behra unfortunately crashed badly on the second day, receiving severe injuries, and was taken to hospital; Bracco continued to lead right up to the final stage, only to drop out with engine trouble with only about 100 miles of the 2,093-mile course to go—hard luck, indeed. Thus it was Mercedes again who scored at the last minute, the saloons of Kling and Lang finishing first and second in front of Chinetti's Ferrari and Maglioli's supercharged Lancia Aurelia.

In the production car category the American Lincolns scored a sweeping victory, taking the first four places; the drivers were Stevenson, Mantz, Faulkner and Korf. Jean Trevox finished in tenth place at the wheel of a Packard.

The speed was terrific, Kling's overall average being 102.7 m.p.h., while over the last (230-mile) stage he averaged

132.5 m.p.h.! Even so, he was beaten by ten seconds over this particular section by the American driver John Fitch, also in a Mercedes, but the latter was disqualified at the end for having allowed a mechanic to work on the car at one of the stops (the regulations stipulated that only the driver and co-driver should be allowed to carry out repairs en route). An illustrated report of the event will appear subsequently in *The Autocar*.



**I**AN APPLEYARD tells me that he is, after all, competing in next year's Monte Carlo Rally; he will be accompanied by his wife and they will once again drive a Mark VII Jaguar saloon. This is good news, for it seemed all wrong that Ian should not have been going in for this famous event; it seems that even his plans for a winter sporting holiday could not keep him out when it came to making a final decision. Now the remaining notable absentee is Ken Wharton; but I believe that he is hoping to go to South America for the Argentine G.P. on January 18, which will prevent him from taking part in the Monte as well.



**A**T the annual general meeting of the B.R.M.A. on Wednesday of last week, it was decided that the Association should cease its activities for the time being, conserve its funds in the best possible manner and review the situation in six months' time. The hope was expressed that before that time some racing enterprise would come into being which would merit the Association's interest and active support.

## COMING SHORTLY

- NOVEMBER 28.**—Berkhamsted M.C. and C.C. Annual dinner and dance, Kings Arms, Berkhamsted, Hertfordshire.  
 28.—British Racing Mechanics' Social Club. Annual dinner and dance, Park Lane Hotel, Piccadilly, London, W.1, 7.30 for 8 p.m.  
 28.—Thames Estuary A.C. Annual supper-dance, Kursaal ballroom, Southend-on-Sea, 8 p.m.  
 29.—Mercedes-Benz Club. 1952 Le Mans film, King's Arms Hotel, Hampton Court, Middlesex, 8 p.m.  
 29.—Eastern Counties M.C. Night Navigation Trial, Rayden Airfield, near Ipswich, Suffolk, 6 p.m.  
 29-30.—Morgan 4-4 Club. Night rally, starting Burton-on-Trent, Hereford, Gloucester, Manchester.  
 30.—W.O. Club. Anniversary party, Cathedral Hotel, Milford Street, Salisbury, Wiltshire, 3 p.m.  
 30.—Kentish Border C.C. Sporting Trial, Spring Tavern, Wrotham Heath, Kent, 10 a.m.  
 30.—Berkhamsted M.C. and C.C. Lockhart-Bossington Cups Trial.  
 30.—Incorporated Auctioneers C.C. Route finding competition, Elstree Way Hotel, Boreham Wood, Essex, 2 p.m.

- DECEMBER 1.**—Southern Jowett C.C. Annual general meeting and dinner, Talbot Restaurant, London Wall, London, E.C.2, 7.30 p.m.

- 2.—Harrow C.C. Film show, Tithe Farm House, South Harrow, Middlesex.  
 3.—Cornwall Vintage C.C. Annual dance, Atlantic Hotel, Newquay, Cornwall, 8.30 p.m.  
 3.—N. London M.C. Film Show, White Lion Hotel, Edgware, Middlesex.  
 4.—W. Essex C.C. Annual dinner and dance, Assembly Rooms, Walthamstow, London, E.17.  
 5.—Public Schools M.C. Annual dance, Knoll House, Orpington, Kent.  
 5.—Aston Martin O.C. Christmas party and annual prize giving, Rubens Hotel, Buckingham Palace Road, London, S.W.1, 7 p.m.  
 6.—Nottingham S.C.C. Annual dinner-dance, George Hotel, Nottingham.  
 6.—London M.C. Gloucester Reliability Trial, Bear Pools Café, Rodborough Common, near Stroud, Gloucestershire, 10 a.m.  
 6-7.—Bugatti O.C. Welsh Rally, James Fryer, Ltd., Widemarsh Street, Hereford, 11 a.m.  
 6-7.—United Hospitals and University of London M.C. Night navigation rally, Queen of Hearts, Hindhead, Surrey, 9 p.m.  
 6-7.—Lancashire A.C. Night rally, Isherwoods, Ltd., Anchor Garage, Penny Street, Blackburn, Lancashire, 11.30 p.m.  
 7.—Chiltern C.C. Chiltern Hills Trial, High Wycombe, Buckinghamshire.  
 7.—N. Midland M.C. Autumn Sporting Trial, Devonshire Arms, Baslow, Derbyshire, 10.30 a.m.  
 7.—Vintage S.C.C. Witley Rally, Witley Park, near Haslemere, Surrey, 12 noon.

**O**N Thursday evening of last week the Esso organization held a cocktail party and film show in London, at which the 1952 Esso competition films were exhibited. In the four-wheeled world, the films covered the Veteran C.C. rally to Abingdon, the North Midland M.C. Kitching Trophy trial, and the B.R.D.C. International Trophy meeting at Silverstone; they were all excellent, and will no doubt be in great demand for winter club film shows. On the same occasion, the Duke of Richmond and Gordon was to have presented J. M. Hawthorn with a picture in recognition of his achievements this year; most unfortunately, Hawthorn did not appear, being at the time in Italy signing up with Ferrari, and his father deputized for him.

Also on that evening, H. R. Costley, of the Nash Motors division of the Nash-Kelvinator Corporation, held a small dinner party at the Albany Club, to present to Leslie Johnson and Tommy Wisdom each a desk stand, on which was mounted a beautiful model of the first Nash car made, in recognition of their achievement in obtaining third place at Le Mans this year in the Nash-Healey. The Shell film of the race was shown during the evening, and altogether this was a most pleasant and informal occasion.

## CLUB NEWS

**Flymouth M.C.**—The 200 Challenge Trophy Trial, run on November 16, reaped a harvest of failures on a few of the hills included in its course. Only three climbed the first section, and during the first special test even the secretary forgot, in his anxiety to return correct times, the sea of mud around him and had to be rescued by spectators from falling into it. Bright and dry, the weather was very cold, but beneath their thin outer covering the hills were as sodden and muddy as ever. **Results: 200 Challenge Trophy:** Cuff Spl (W. C. Cuff), Barton Cap (2nd): Jacques Spl (H. Sinclair-Sweeney), Cleave Cap (3rd): Eardon (G. S. Edwards), Page Cap (best P.M.C. member): B.M.W. (E. Ellis).

**Bugatti O.C.**—Although the Welsh Rally (December 6-7) is an event that deserves respect in its own right—despite the over-car-population of the Welsh mountains for navigation sections these days the Bugatti organizers still manage to find some unexplored difficulties in this region—it is also to be used as an introduction to the Monte Carlo Rally, for its regularity and special tests have been fashioned on Monégasque lines. It is hoped that many intending entrants in the Monte will use this Welsh event as preparation for things to come, and certainly apart from this it has a welcoming aspect, with social functions liberally interspersed. The road section, of about 138 miles, travels through choice scenery, pausing at Tenby for a timed climb of Lydstep hill, and is suitable for the everyday car. Invited clubs: Bristol, Cheltenham, London, M.G. Sunbac, Tenby, N. Staffs. Classes: standard open and closed cars, specials and supercharged cars. (W. D. Porter, Evesbatch Court, Bishops Cleeve, near Worcester.)

**B.M.W. Car Club.**—In addition to the B.M.W. Register, a club for social events and competitions has now been formed, with, as honorary secretary, R. J. T. Twit, 5, St. Leonard's Court, East Sheen, London, S.W.14.

**Scottish S.C.C.**—The annual dinner and dance will be held in the Central Hotel, Glasgow, on December 12, 7.30 for 6 p.m. Tickets (£3 3s for two) from the secretary, 100, West Regent Street, Glasgow, C.2.



Tea up! Cyril Corbushley demonstrates that the C.C.S., with rear-mounted radiator, can generate a good head of steam—a scene from the Roy Fedden Trophy Trial.



**Lagonda Rapier and Rapier Register.**—This organization is still in the early chrysalis stage, and it is hoped, if sufficient support is received from Rapier enthusiasts, that it can be developed into a useful spares and data pool, with two or three rallies each year and a monthly news sheet. Those interested should write to G. D. Speight, 473, Manchester Road, Sheffield, 10.

**Isle of Wight C.C.**—The annual Isle of Wight car rally has matured into a flourishing event, although run for the first time only last year. The club made a successful debut as organizers of such a large-scale competition, even managing to pass the bottleneck that must result in the transport of a concentration of cars from the mainland to the island within a short space of time. Sponsored again by the *Daily Telegraph*, the 500-mile rally will start from Leamington Spa; the competitors leave this control on December 10 and proceed via King's Lynn, Norwich, Snetterton (where a regularity test will be performed on the circuit), Abingdon and Bridport to Southampton. Most of this will be a cross-country night run, and the finish, at Sandown, L.W., will have the usual eliminating tests. After these, festivities, punctuated by special events, which include a concours d'élegance, speed hill-climb, and driving tests in a less serious vein, will occupy everybody until December 14. Invited clubs: B.A.R.C., M.C.C., M.G., Sunbac, Midland A.C., Taunton, Southsea. (Mrs. I. Wooldridge, Delamere Hotel, Sandown, L.W.)

**N. Midland M.C.**—Competitors in the Autumn Sporting Trial, which will cover 35 miles and include some choice sporting sections in north Derbyshire, are assured of a competitive day. The start is from the Devonshire Arms, Baslow, Derbyshire, 10.30 a.m., December 7. Best team of three drivers will receive the Norton Team Trophy. (Entries close December 1; T. C. Harrison, London Road, Sheffield.)

**British Salmon O.C.**—Last August this club was formed by a few enthusiasts, and it now has over 30 members and a flourishing newsletter. Honorary secretary is J. L. Cope, 62, Westover Road, London, S.W.18.

**Monte Carlo Rally British Competitors' Club.**—Monte Carlo time is almost with us again, and the club announces certain facilities it has to offer to its members. There is a baggage service to and from Monte Carlo, and reports on the weather and road conditions are made in the later stages of the Rally. The honorary secretary, Raymond Gough, has a short list of persons wishing to compete as co-drivers.

**West Hants and Dorset C.C.**—The annual general meeting will be held at the Grand

Hotel, Bournemouth, on December 9, 7.30 for 8 p.m.

**Chichester M.C.**—At the club's recent a.g.m., S. F. Patterson was elected honorary secretary, and all correspondence should be addressed to him at 10, Eastgate, Chichester. The chairman is L. Pelling, 3, St. John's Street, Chichester, Sussex.

**Vintage S.C.C. (Midland Region).**—The annual Measham Rally that finishes at the Measham Motor Sales Organization, Burton-on-Trent, Staffordshire, with a series of driving tests after a stiff night run, is always a cheerful event, carefully organized but with an informal air about it. With a 200-mile night section that strays occasionally on to mountain roads, competitors on January 3-4 will be tested for navigational and time-keeping skill. Entries will be divided into Vintage and non-Vintage classes. Invited clubs: Shenstone, M.M.E.C., North Staffs, Nottingham Sports, Walsall, Wolverhampton and South Staffs C.C. (Entries close December 16; F. E. Day, 19, York Gardens, Wolverhampton.)

With classes for Vintage and thoroughbred cars, the Witley Rally and driving tests (December 7), at Witley Park, near Haslemere, Surrey, will start and finish (with a high tea) at the Royal Huts Hotel, Hindhead. (Entries close December 1; T. W. Carson, Mellaha, Pack Lane, Kempshott, Basingstoke, Hampshire.)

**United Hospitals and University of London M.C. and Hants and Berks M.C.**—When the name of the Hants and Berks club is mentioned in connection with a night trial, one thinks of an event whose toughness approaches a nightmare. The navigation rally on December 6-7 will, however, be a less harsh ordeal than the "experts" type, with a 100-mile route of an orthodox nature, starting from the Queen of Hearts, Hindhead, Surrey, 9 p.m. (Entries close December 1; G. E. Tapp, Summerdale, King's Road, Fleet, Hampshire.)

**Nottingham S.C.C.**—The annual dinner-dance will be held at the George Hotel, Nottingham, December 6. Tickets (15s each) from F. Marvin, Woodlands, Valley Road, West Bridgford, Nottingham.

**Winfield Joint Committee.**—W. A. Martin, honorary secretary of the Winfield Joint Committee (Berwick, Lothian and Hawick Motor Clubs) has changed his address to Bleasfield, Ayton, Berwickshire (Ayton 40).

**Newcastle and D.M.C.**—A 70-mile route, punctuated by special tests and observed sections, comprises the Hunter Cup Trial, to be run in the Newcastle area on December 14. (Entries close December 9; R. B. Horn, 3, Westwood Road, Brunton Park, Newcastle-upon-Tyne, 3.)

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## IN BRIEF

A Ford service week will be held from December 12 to 20 by W. D. Chitty, Ltd., at Diss, Norfolk.

Mr. J. B. Y. Hill has succeeded the late Mr. G. R. Dexter as Dunlop district manager for the Brixton area of London.

John Bull tyres were used by the winner of the 1½-litre class in the recent M.C.C. Rally, sponsored by the Daily Express.

Dry weight of the new Humber Hawk, given as 3,711 lb in the Buyer's Guide (October 17 issue), is 2,821 lb. The former figure is approximately that of the car with five occupants.

Starting on December 8, J. and J. Couch, Ltd., St. Ives, Cornwall, will hold a free Marfak service week. Every car owner who calls at the garage can take advantage of this lubrication service.

The yellow lamp bulbs recently introduced by A. Donley and Co., Ltd., Empress Street, Old Trafford, Manchester, are for older head lamps and for auxiliary lamps: Donley and Co. do not make such bulbs for the modern prefocus head lamp or for French lamps. Rival Lamps, Ltd., Hamm Moor Lane, Weybridge, Surrey, make prefocus and French-type head lamp bulbs.

Mr. N. A. Whitehead has been appointed branch manager of Shell-Mex and B.F., Ltd., Coventry, and will take up his appointment on December 1. Mr. Whitehead has been with the company since 1928 and has previously held various appointments in the Durham area. During the war he saw service with the Royal Artillery and the Indian Artillery in the Burma campaign.

The 11th edition of the Nuffield children's safety booklet, *Look Before You Leap*, is now available without charge to educational authorities and teachers from the Central Publicity Department, Morris Motors, Ltd., Cowley, Oxford. It describes in rhyme and coloured drawings the road traffic misbehaviour of Sammy Hare. The page opposite each drawing contains an outline sketch of the drawing for children to paint.

The Midlands premiere of the new Shell-Mex and B.F. motoring films, *Le Mans 24-Hour Race*, *Victory Trial*, *Looking Ahead* and *Brands Hatch*, at the Midland Hotel, Birmingham, on Monday, November 17, attracted a large attendance of personalities prominent in the industry and in motoring sport. In particular the *Le Mans* film earned general commendation for the manner in which it portrayed the unique atmosphere which surrounds that event, as well as for the recording of the race itself.

Production has started at the Klingerit works of Richard Klinger, Ltd., Sidcup, Kent, of a ring cutting machine for use with their jointing materials. Previously it was usual to cut joint rings from the sheet with a hand tool. The machine can also be used for cutting cardboard, rubber, cork, felt, and so on. The weight is 14 lb. Full details are available in leaflet J. 21-22, which may be obtained from the company.

Humber, Ltd. (and its many subsidiaries, including Sunbeam-Talbot, Ltd., Hillman Motor Car Co., Ltd., Thrupp and Maberly, Ltd., Commer Cars, Ltd., and others) show a profit for the year ended July 31 of £1,620,160, after providing for depreciation and other charges. Tax, however, absorbed £1,076,580.

A "lubrication" (Regent) service week will be held by the Stourbridge Motor Co., at Stourbridge, Worcestershire, from December 1. There will be no charge for inspection or oil change other than for oil used, and customers will receive a 5s voucher enabling them to obtain a Marfak service for 5s 6d during the week instead of 10s 6d.

Standard and Triumph service weeks will be held during next January and early February at various branches of Wadham Brothers, Ltd. The programme, with starting dates, is as follows: January 5, at Banister Road, Southampton; January 12, at 16, City Road, Winchester; January 19, at 89, Palmerston Road, Southsea, Hampshire; January 26, at Southgate, Chichester; and February 2, at London Road, Waterlooville, Hampshire.

An excellent key ring tab has been designed by and produced for the Luton Motor Co., Ltd., 326-340, Dunstable Road, Luton, Bedfordshire. Offered at 1s each, the tabs are designed to combat the difficulty of identifying customers' keys quickly, and to avoid the inherent difficulty of advertising tabs which are returned to the advertisers when lost instead of the owners. The new tabs have a rubber circumference which grips a piece of card protected on either side by transparent P.V.C. discs. The customer can type his name and address (or telephone number) on one face of the card and the registration number of his car on the other. No advertising slogan is incorporated.

## Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16490. 1932 Austin Seven  
"G.S."—Wiring diagram, handbook and spares list.

No. 16491. 1934 14-45 h.p. Talbot.  
"R.H."—All possible information and a handbook.

No. 16492. 1929 1½-litre Lea-Francis  
"P.C."—All possible information and a handbook for supercharged model.

No. 16493. Aerodynamic Model H.R.G.  
"H.W.B."—Maintenance hints and tips, all available data, and a handbook.

No. 16494. Handbooks Required  
"A.G.L."—1949 TC-type M.G. Midget.  
"P.J.I."—1931 Rover Ten; also wiring diagram.  
"S.C.H."—1938 3½-litre Talbot.  
"G.W.R."—1934 S.S.I.  
"E.P."—1931 Morris Minor.  
"A.L.C."—1935 Daimler Fifteen; also wiring diagram and spares list.

"H.R.P."—1937 Lammus Graham.  
"I.C.N."—1947 1½-litre Jaguar.  
"D.H.J."—1933 Singer Nine Sports.  
"J.R.W."—1936 12 h.p. Lanchester Light Six.  
"R.G.I."—1933-34 12-type M.G. Midget.  
"H.E.C."—1936 Series III Morris Twelve-Four service manual.

"A.H.M.M."—1938 25 h.p. Wolseley.  
"H.T.R."—1933 Triumph Super Seven.  
"H.L.D."—1936 12 h.p. Triumph Dolomite.

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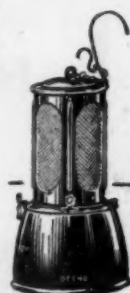
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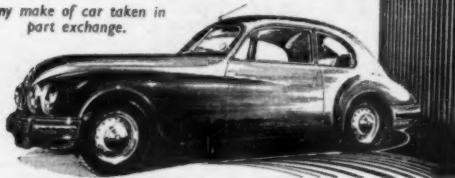
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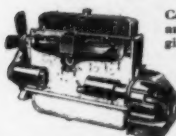
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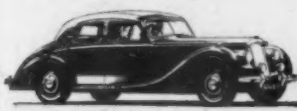
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GROsvenor 3434

WELSH HARP, EDGWARE ROAD  
LONDON, N.W.9  
HENdon 6500

382, STREATHAM HIGH ROAD  
LONDON, S.W.16  
STReatham 7751



# Autocar

## CLASSIFIED ADVERTISEMENTS

### CLASSIFIED ADVERTISEMENT RATES

8d. per word, minimum charge 2s., each paragraph charged separately, name and address must be paid for. Paragraphs of less than eight words are charged at 10s. All advertisements must be strictly prepaid and should be addressed to the Autocar, Classified Advertisement Dept., Dorset House, Stamford Street, London, S.E.1.

Postal orders and cheques sent in payment for advertisements should be made payable to Little & Sons, Ltd., and crossed & Co. Trade discounts of 5 per cent, 10 per cent and 15 per cent are allowed on orders for 13, 26 or 52 consecutive insertions. Full particulars on application.

**PRESS DAY 1st POST MONDAY.** Trade advertisements are accepted by telephone up to 12 noon, Waterloo 3333. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

For the convenience of private advertisers Box Number facilities are available at an additional charge for 3 words plus 1/- to defray the cost of registration and postage except in the case of advertisements for 1951 cars and current models bound by covenant in which the name and address or name and telephone number must be included. Replies should be addressed to "Box 9999, c/o The Autocar," Dorset House, Stamford Street, London, S.E.1.

### APPROVAL SCHEME

Readers replying to advertisements in these columns and wishing to take advantage of "The Autocar" Approval Scheme facilities should send for particulars which are available on application.

The Publishers do not accept liability for clerical or printer's errors although every care is taken to avoid mistakes. The Publishers retain the right to refuse or withdraw advertisements at their discretion.

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### IMPORTANT NOTICE

Only cars which are not subject to the S.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

**A.C.**  
A.C. 1936 model saloon, 16-60, superb condition, taxed, 6250.—Silverstone 6344 (London). (1401)

**1951** A.C. saloon, 10,000 miles, radio, heater, pass lights, perfect; £1,125.—Tel. Hatch End 3413. (3010)

**1950** A.C. saloon, grey, blue leather, moderate mileage, guaranteed 2,275.—Silverstone Motors Ltd., 1013, Finchley Rd., N.W.11. Mendway 2288. (1401)

**1950** model A.C. 2-litre saloon, blue with blue leather upholstery, actual Scottish Show car, excellent condition; £950.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. (5040)

**A.C.** 1948 saloon, little used, absolutely as new throughout, superbly maintained, just recoloured (out 275), seats, extra for lamp, mileage 15,794, beautiful suede green car, red leather upholstery, privately owned by one owner, best offer secure.—Box 3965. (5040)

**1950** (March), one very careful and conscientious private owner, A.C. 4-seater sports roadster, fitted new black hood, tonneau cover and side screens, in best quality mohair, the appearance of this car is most accurately described as really beautiful, most attractively finished in deep colouring of royal blue and navy blue, fitted practically new tyres, the interior is upholstered and fully appointed and includes: large type revolution counter and speedometer, oil, petrol, thermometer and electric clock, etc., the total cost of this car was £2,000, the car is literally unblemished and is equal to new in every detail, the performance is really excellent, she will cruise at 75 to 80 and has a genuine maximum of 50mph with a petrol consumption of 50mpg, offered at the low figure of £275; terms: free delivery. MAIDSTONE ENGINEERING CO., Green St., Pendennis, Maidstone, Kent. 257. (1308)

**A.C. Cars Wanted**  
**REQUIRED** immediately, good A.C., pre- or post-war, by G. Edwards, Amersley Lane, Harpenden, Herts. Tel. 118. (W200)

**XXX** Cash immediately for good A.C.—H. F. Edwards, 300, Gt. Portland St., W.1. Langham 0012. (W200)

### ALFA-ROMEO

!! Chipton Motors Ltd.—See our advertisement under "Sports Cars." (C1046)

**BARTLETT**—Alfa-Romeo 2-3 supercharged Le Mans winner and Paris coupe, Alfa-Romeo 150 s/c coupe, £275; Alfa-Romeo special Grand Turismo coupe, £195.—27a, Pembroke Villas, W.11. (C1013)

**BARTLETT**—Alfa-Romeo Cars Wanted  
Alfa-Romeo Special—27a, Pembroke Villas, W.11. (W1015)

**ROWLAND SMITH'S** the Alfa-Romeo buyers—27a, Hampstead Heath, (Hampstead Tube), Ham 5041. (0915 N)

**ALFA-ROMEO Spares and Service**  
**THOMSON & TAYLOR (BROOKLANDS)** Ltd., spares and service for all Alfa-Romeo cars—Brooklands Track, Weybridge. Byfleet 530. (0124 R)

### ALLARD

**HENLEY, Ltd., offer—**  
**1950** Allard 4-seater sports saloon; black with brown leather upholstery, a splendid example of this high performance car, in excellent mechanical condition, with 3 good tyres, 7 seat and free trial and guarantee, price £795; s.p. available; our latest price list available by return post.—365, Euston Rd., London, N.W.1. Buses 4444. (1403)

**RICHARDS & CARR** always best value.  
**£450**—1946 drop head, maroon, 26,000 miles.  
**£650**—1950 J.2 competition 2-seater, low mileage, red.  
**35**—Kinnerton St., Witten Place, London, S.W.1. (C1046)

**1949** Allard 4-coupe, blue, 4 seats, heater, new first order.—S. Panahav, Bolton, Rd., Wath-upon-Deane, Yorkshire. (475)

### SALES & WANTS

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### MOTORISTS! ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE

See page 83

**1950** (Nov.) Allard saloon, 10,000 miles, perfect, one owner.—Wilmington, 74, Gorsey Lane, Canock, Staffs. (4881)

**ALLARD Cars Wanted**  
**BARTLETT**, the Allard buyers—27a, Pembroke Villas, W.11. (W1015)

**ROWLAND SMITH'S**, the Allard buyers—Hampstead High St. (Hampstead Tube), Ham. 5041. (0908/R)

**RICHARDS & CARR**, the best Allard buyers—35, Kinnerton St., Witten Place, London, S.W.1. Sloane 5424. (W3046)

**ALLARD** wanted for cash, 2-seater or drop head coupe; write, giving details and price required, to: Otrill, Main Rd., Kington, Herefordshire. (4677)

**ALVIS**  
**DICKS** Alvis 15 utility, special low-built Brooklands body, £988.  
**DICKS** CAR SALES, Ltd., 385-401, High Rd., Kilburn, N.W.5. (C1073)

**GUY SALMON AUTOMOBILES** offer—  
**1951** (September) Alvis 5-litre saloon, genuine 14,000 miles, one owner; £1,575.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

**GORDON CARS (LONDON)**, Ltd., for Alvis.  
**1950** 4-door saloon, small mileage; £295.

**GORDON** House, 373, Euston Rd., N.W.1. Bus. 6611. (C9065)

**1947** Alvis de luxe shooting brake; £450.  
**FREEMAN, Ltd.**, Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2674/5. (4608)

**BROOKLANDS** Alvis Distributors, new 3-litre.  
**1952** Alvis 3-litre saloon, grey, red.  
**1952** Alvis 3-litre sports 2-seater, cream, red.  
**1951** Alvis 3-litre coupe, maroon, beige, radio.  
**1951** Alvis 3-litre saloon, black, radio, heater.  
**1950** Alvis 14hp saloon, black, small mileage.  
**1950** Alvis 14hp sports 2-seater, green.  
**1948** Alvis 14hp saloon, black, radio, heater.  
**1948** Alvis 14hp Tickford coupe, cream, radio.  
ALVIS cars examined and approved by makers.  
BUY or sell your car.  
103, New Bond St., London, W.1. Mayfair 6351-6. (C1068)

!! Chipton Motors Ltd.—See our advertisement under "Sports Cars." (C1046)

**PERFORMANCE CARS**—Good selection always available, written guarantee.—See under "Sports Cars." (C1041/M)

**£250** or offer—Firebird sports tourer, 1937 (Dec. '50), good condition.—53, Old Park Ave., Sheffield, 8. Tel. 46476. (4650)

**1952** Alvis 3-litre Tickford drop head coupe, one owner, low mileage, good radio and heater, "underused" almost as new; £1,495.

**G. W. WILKIN, Ltd.**, 1, Weston Park, Kingston-on-Thames, Kin. 5241. (C4033)

**ALVIS 4.5** Vanden Plas black 4-b.c. twin exhaust system, immaculate condition; £595.—Moore, Bott's Green, Whitmore, Nr. Colchill, Warwickshire. (4736)

**1949** Alvis 14hp saloon, maroon, trip meter, 24,000, well maintained; £750.—Denton, 26, Southampton St., Reading. Tel. 60745. (4604)

**£185**—Alvis Speed 20 V.D.P. drop head, 1934, taxed, good tyres, excellent appearance.—R. Giller, South Osney, Yeovil, North Cadbury 369.

**495**—Alvis 14 (November) 1947, 4-door 5-seater shooting brake, natural timber body, brown leather upholstery, sliding glass windows, drop tail-board, heater, good tyres, very good condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C4018)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ALVIS

**1934** Alvis Speed 20 touring, laid up 6 years during war, recently rebuilt, very good condition. £225 or near offer.—L. B. Neame, Selgrove, Faversham, Kent. (15118)

**1935**—Alvis 1935 Crested Eagle saloon, completed by ex-RAF Officer, owner posted abroad. Lieut. Manders, care Marten, 21, Baker St., London, W.1. (4935)

**1939** 4.5-litre saloon, body by Gurney Nutting. showroom condition, many extras.—Write for full particulars to Guildhall Service Station, 124, Guildhall St., Fifehouse. (4973)

**LANCASHIRE** and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton) Ltd., Bradshawgate, Bolton (Tel. 4090), and 176, Deansgate, Manchester (Tel. Deansgate 4507). (0599/R)

**1951** Alvis 14 special sports 2-seater, finished green with cream leather upholstery. 1,100, 4,400 miles only, definitely as new. £695.—James H. Gail, Ltd., 52, Woodlands Rd., Glasgow, C.5. Tel. Douglas 7599. (5039)

**1937** Alvis 4.3 drop head coupe by Offord, 5-position head frame grey blue, leather interior, triple S.U.s, P.100 lamps, twin headlights, Alvis maintained, fast car for discerning driver. £450, o.n.o. Box 3947. (4857)

**ALVIS** Speed 25, Charlestown 4-door sports saloon, A. (June) 1939, original owner up to Jan. 1952, in first-class condition throughout, £450, deferred terms or exchanges.—Scott & McGregor, 194, Lloyd St. North, Manchester, 14. Moss Side 2013. (4979)

**1950** Alvis 14 special Tickford drop head coupe, finished grey with red leather, H.M. 1940, radio and heater, beautiful condition, cost over £1,800 when new; bargain price £995.—James H. Gail, Ltd., 52, Woodlands Rd., Glasgow, C.5. Tel. Douglas 7599. (5041)

**1945** n.o.—Alvis 19 Silver Crest saloon, June, 1939, recently reconditioned maroon with maroon upholstery, only done 1,500 miles since rebore, crankshaft reground, new clutch, new tyre all round, with Lifeguard tubes, screen washer, Jackall, licensed to Dec. 1952, enthusiastic bargain offer, owner acquired new car.—F. W. Cutts & Co., Motor Engineers, Campden, Glos. Tel. 215. (4755)

**1915** Speed 20 V.D.P. streamline fixed head coupe, built for recent record engine, new axle, etc.; £175, magnificent vintage piece, 19,955 touring car, in unblemished order throughout, 1935; £25, 1934 12hp Firefly sports saloon, crash-tyre all round, new tyres, carpenter wanted on body; we are breaking up a Speed 20, a Firefly and a 50, most parts readily available; exchanges or hire purchase.—Alton Garage, Farnborough 3952. (C1007)

## Alvis Cars Wanted

**ROWLAND SMITH'S**, the Alvis buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. (0941/R)

**ALVIS** cars wanted for cash.—The Hindhead Motor Works, Ltd., Tel. Hindhead 663. (1652)

**XXX** Cash immediately for good Alvis.—H. F. Ham 0012. (W2005)

**CHARLES FOLLETT, Ltd.**, buy good late model cars.—16, Berkeley St., W.1. Mayfair G266. Service Works and Stores, Barnside Yard, off Egin Ave. Tel. Cunningham 5936-7-8. (0590/R)

## Alvis Spares and Service

**SERVICE** and spares for Alvis cars.

**A** LAVIS Ltd., Service Station, 832, Finchley Rd., London, N.W.1. Tel. Finchley 5762-3-4. Grams. Alviscar Gold London.

**ND** at Alvis, Ltd., Service Station, Holyhead Rd., A. Coventry, 5501. Grams. Alvis Coventry. (0591/R)

**CHARLES FOLLETT, Ltd.**, Alvis specialists.

**SHOWROOMS:** 18, Berkeley St., W.1. Mayfair G266. SPARE parts.

**SERVICE:** Barnside Yard, off Egin Ave., W.2. Tel. Cunningham 5936-7-8. (0591/R)

**MANCHESTER**—Alvis repairers and spares, main agents.

**A** FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, A. Manchester, 19. Rus. 2874-5. (0653/R)

**KINGSTON-ON-THAMES**—Sales, Service and Spares, G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. (0678/R)

## AMERICAN CARS

**JOF THOMPSON (MOTORS), Ltd.**, offer:—

**RHD** 1952 Dodge Coronet 4-door saloon, radio, heater, de-froster, low mileage.

**RHD** 1951 Packard 4-door saloon, very low mileage.

**RHD** 1950 Mercury, colour blue, 4-door saloon.

**RHD** 1950 Buick 4-door saloon, colour black, radio and heater, low mileage.

**RHD** 1949 Cadillac 4-door saloon, Fleetwood body.

**RHD** 1949 Super Buick 4-door saloon, colour blue.

**RHD** 1948 Studebaker Landcruiser 4-door saloon, colour maroon.

**RHD** 1948 Packard 4-door saloon, colour blue.

**RHD** 1948 Studebaker Champion 4-door saloon, black.

**RHD** 1947 Buick 4-door saloon, colour green.

**RHD** 1947 Chrysler De Soto 4-door saloon, colour grey, radio and heater. £675.

**RHD** 1939 Cadillac 60 special 4-door saloon, colour black.

**1949** American Ford V.8 4-door saloon, 17, F. H. M. radio and heater. £650.

**JOF THOMPSON (MOTORS), Ltd.**, 97, Fulham Rd., S.W.3. Kensington 4866. (C4028)

**1937** Graham 22hp 4-door saloon, excellent order throughout, very good tyres, taxed, £100 cash or terms.—H. Rose, The Lynch Garage, Uxbridge 122 or 123. (C5055)

## AMERICAN CARS

**SIMPSON'S MOTORS** offer:—

**1950** Buick Riviera coupe, fitted radio, heater, seat covers, all extras.

**1951** Chevrolet de luxe 4-door saloon, radio, heater, seat covers, low mileage.

**1949** Chevrolet saloon, right-hand drive, 4-door, radio, heater, seat covers.

**1949** Chevrolet 2-door saloon, fitted with heater, Malibu ivory and blue.

**1951** Ford Customs V.8 4-door saloon, fitted with heater, very good condition.

**1949** Plymouth 4-door saloon, fitted with seat covers, heater, etc., good condition.

**1947/8** Plymouth 4-door saloon, right-hand drive, radio, heater, seat covers, extras.

**1951** Pontiac saloon, radio, heater, seat covers, low mileage, fitted all extras.

**1952** Studebaker Champion 4-door sedan, overdrive, radio, heater, seat covers, all extras.

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), Wembley 8691/5903. (C4015)

**METCALFE & MUNDY** always have a good selection of post-war American cars; we are always interested in purchases good condition post-war American cars.

**METCALFE & MUNDY**, 290, Old Brompton Rd., S.W.5. Frenam 5471. (5054)

## American Cars Wanted

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, the American car buyers.—Wembley 8691/5903. (C4015)

**AMERICAN** post-war car required.—Bartlett, 5, Widdicombe Ave., Parkstone Dorset (Canford Cliffs 77164). (6706)

**WANTED** (privately) at fair price, 1950 or later convertible, must have power top and automatic drive, 8-cyl., in Buick, Chrysler, Lincoln, Cadillac, Pontiac, De Soto, Olds, Tel. Car. Gros. 6526. May 8944 during business hours. (5121)

## ARMSTRONG SIDDELEY

**P & J** PASS & JOYCE, Ltd. (London & district distributors)

**1950** Armstrong Siddeley 18hp Lancaster saloon, black, price £245.—184, Gt. Portland St., W.1. Museum 1001. (C5039)

**GATEHOUSE MOTORS** offer:—

**1938** Armstrong Siddeley 17hp saloon, black, in excellent condition. £250.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. (C2021)

**HAROLD RADFORD & Co., Ltd.**

**1950** (July) Armstrong Siddeley Hurricane fourseater drop head coupe, colour green with beige leather upholstery, one owner, in faultless condition, mileage 15,000.

**HAROLD RADFORD & Co., Ltd.** Melton Court, 10, Kensington, S.W.7. Tel. Kensington 3547. (C5047)

**GUY SALMON AUTOMOBILES**, offer:—

**1948** (June) Armstrong Siddeley Lancaster saloon, outstanding condition. £695.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

**BROOKLANDS**, Individually, new and used cars.

**1952** Armstrong Hurricane coupe, 1,500 miles.

**1949** Armstrong Lancaster, serviced by makers.

**103** New Bond St., London, W.1. Mayfair 8551-6. (C1029)

**CASS'S MOTOR MART**—1950 Armstrong 18hp Lancaster saloon, black, heater, unblemished, one owner.

**1939** Armstrong 25 limousine, black, leather throughout, private use, exceptional.

**1952** (reg. 1951) Armstrong Whitley saloon, 3,900 miles only, black with brown leather, heater; our customer has given us instructions to sell this car for the best offer that we can obtain.

**WHEELERS (NEWBURY), Ltd.**, The Broadway, Newbury, Berks. Tel. Newbury 1020. (5069)

**LANCASTER** saloon, black, brown hide, excellently lovely, open examination; consider exchange H.R.G. Plus Four; £595.—"Meadowcroft," Camelford, Cornwall. (4968)

**POST-WAR** Armstrong Siddeley Hurricane, new bodied, excellent condition, unrepainted bargain; £395. Clarton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 3226 (5 lines). (C1050)

**NAYLOR & ROOT**—1950 Armstrong Whitley saloon, black, brown hide, radio and heater, 14,000 miles, unblemished throughout; £595; six months' guarantee. 25, East Hill, Clapham Junction, S.W.11. Bat. 2254. (C5022)

**ARCHIE SIMONS & Co., Ltd.**—1940 Armstrong Siddeley 17hp 7-passenger limousine, colour black, large face forward occasionally, one owner only since new, excellent condition throughout, ideal hire car with low running cost, offered at the attractive figure of £395.—94, Gt. Portland St., W.1. Lan. 1343. (C4013)

**£745**—Hurricane drop head fourseater coupe, 18hp, 1950 series engine; this car was delivered and first registered November, 1949, and was purchased direct from the original owner, a very wealthy retired, titled gentleman with two other black cars in daily use, all of which were maintained by private chauffeur; this Hurricane has been used for a few months in the year only, mileage is negligible and the condition just as you would expect, with such a fastidiously maintained vehicle, all extras, H.V. radio, heater, etc.; all other post-war models in stock, also pre-war limousines; write for details to

**CAMDEAN MOTORS**, 10, Brompton Road, Brompton, London, W.8. Tel. Brompton 2041. Open till 8 p.m. Write for catalogue. (C1095)

## ARMSTRONG SIDDELEY

**ROSE & YOUNG, Ltd.**, offer 1950 Armstrong Lancaster saloon, 18hp, excellent condition throughout, black, £645-45-6, Stenham Ave., Strenham Hill, S.W.2 (1 minute Streatham Hill Station), Tulse Hill, 6464. (C5057)

**XXX** 1949 (July) Armstrong Siddeley Lancaster 4-door saloon, black with brown leather, sliding roof and heater, really immaculate car, serviced by us, thoroughly recommended. £675, written guarantee, terms, exchanges.—Below.

**XXX** 1946 (September) Armstrong Siddeley Hurricane coupe, blue, crown leather heater, most attractive appearance with delightful performance; recommended with every confidence and written guarantee. £455, terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom 9400. (C2001)

**695** ens.—Armstrong Siddeley, 1950 Hurricane four-seater, some drop head coupe, black, green leather, heater, radio, pre-selector, one careful owner, 18,000 miles, practically new condition, taxed, terms, exchanges; list: open 9-7 week-days and Saturdays.—J. and L. Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

## Armstrong Siddeley Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. (0171/R)

**ROWLAND SMITH**, the Armstrong buyers.—Hamstead High St. (Ham. Tube), Ham. 6041. (0916/R)

**RECENT** Armstrong or 2½ Jaguar saloon required privately.—Farnham 3998. (5045)

**CAMDEN MOTORS** urgently require 1950-52 Armstrong Siddeley Whitley saloons, particularly 18hp and 17hp, 8-cyl., in Buick, Chrysler, Lincoln, Cadillac, Pontiac, De Soto, Olds, Tel. Car. Gros. 6526. May 8944 during business hours. (5121)

**C** BEDS, Tel. 2041 (5 lines).

**MARSTON MOTOR CO., Ltd.**, for your Armstrong Siddeley.—Tel. Elm. 8000. Seven Sisters Rd., Tottenham, N.15. (0165/R)

**7-SEATERS** 1958/59 Limousines required, 17hp/25hp, privately owned, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (0171/R)

**PASS & JOYCE, Ltd.**, London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. (C5039/R)

## Armstrong Siddeley Spares and Service

**ACROB ENGINEERING**, Ltd.

**ARMSTRONG SIDDELEY** owners, complete overhauls, service, 48 hours exchange engine service, prompt, guaranteed work by specialists.

**PRESELECTOR** gear boxes; exchanges, reconditioning, Alton Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7501. (0644/R)

**A** LARGE stock of spares for the above cars always available.—Farnham 3998. (5045)

**WORKS:** Hawley Crescent, Camden Town, Tel. Gu. 4141. (0760/R)

**HENLEY, Ltd.**, Chesham Hill Rd., Manchester, 8. Have large stocks of spares; reconditioning of cars and pre-selector gear boxes undertaken.—Tel. Deansgate 6216-7. (0602/R)

**CENTRAL GARAGE**, Croydon distributors for Armstrong Siddeley cars, sales, spares and services, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. (C1042/R)

**EPSOM**, Surrey—Armstrong Siddeley authorized dealers offer spares and service to all Armstrong Siddeley cars; open 7 days a week; Armstrong cars also available for self-drive hire.—Straight Rd., Old Windsor, Tel. Windsor 2002-3. (0198/R)

**WILSONS AUTOMOBILES & COACHWORKS, Ltd.** 1-3, Dorking Rd., Epsom 3901-2-3. (0535/R)

## ASTON MARTIN

**BROOKLANDS:** Aston Martin distributors; buy or sell four car.—103, New Bond St., London, W.1. (C1029)

**1933** Le Mans team car, details from and any offer whatsoever to—Stanford, Daily Mirror, London. (5105)

## Aston Martin Cars Wanted

**ASTON MARTIN** cars wanted for cash, full details.—Priory Motors, Ltd., Old Windsor, Windsor 2002-3. (0197/R)

**ROWLAND SMITH'S**, the Aston Martin buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. (0917/R)

## Aston Martin Spares and Service

**PRIORY MOTORS, Ltd.**

**SOLE** suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor, Tel. Windsor 2002-3. (0198/R)

## AUSTIN SEVEN

**NIPPY** sports 2-str., fast, economical; £145-5, Calverley Terr., Bramley, Leeds. (4970)

**LATE** 1937 black Ruby saloon, new tyres, immaculate; £130 o.n.o.—Ent. 1623. (4678)

**1934** Austin 7, good condition, very clean appearance; £100.—Salcott Motors, 1a, Salcott Rd., S.W.11. Battersea 1187. (C4000)

**175** ens.—Austin 7, 1936, Nippy sports 2-seater, green, brown leather, very good condition; terms, exchanges.—Rowland Smith, below.

**165** ens.—Austin 7, 1937 Ruby de luxe saloon, black, sliding head, brown leather, very good condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**1938** ('39 model) Austin Big 7, very clean, well maintained, an exceptional bargain, taxed; £125, terms, exchanges.—Wesley Motors, 209, Palace Rd., London, W.6. Fulham 0068, (Evenings) Kingston 6459. (5056)

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**AUSTIN SEVEN**  
1939 Austin 7 saloon, blue with blue leather, one owner, recently overhauled; £275.  
R. C. WIMBORSE, Ltd., 512 Earl's Court Rd., London, S.W.5. Fremantle 9401. [C1056]

**Austin Seven Cars Wanted**  
ROWLAND SMITH'S, the Austin buyers—Hamstead High St. (Hamstead Tube). Ham. 6041. [C1011/R]

**AUSTIN EIGHT**  
CAR MART, Ltd.  
LONDON Distributors.

1946 Austin 8hp saloon, guaranteed; £295.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039]

**RAYMOND WAY.**  
**RAYMOND WAY OF KILBURN.**  
RAYMOND WAY, the hire purchase specialists.

1947 Austin 8 4-door de luxe saloon, very carefully maintained by one previous owner, exceptionally clean throughout, 40 m.p.g., tax-free, December; 379/6s.

First purchase on the spot with no references. No formalities or guarantees; part exchange on your present motor cycle or car; always 300 cars under 400 to choose from.

**RAYMOND WAY, Canterbury Rd., Kilburn, N.W.8.**  
Maine Vale Road, 4044, 4045, 4046, 4047, 4048, 4049, 4050, 4051, 4052, 4053, 4054, 4055, 4056, 4057, 4058, 4059, 4060, 4061, 4062, 4063, 4064, 4065, 4066, 4067, 4068, 4069, 4070, 4071, 4072, 4073, 4074, 4075, 4076, 4077, 4078, 4079, 4080, 4081, 4082, 4083, 4084, 4085, 4086, 4087, 4088, 4089, 4090, 4091, 4092, 4093, 4094, 4095, 4096, 4097, 4098, 4099, 4100, 4101, 4102, 4103, 4104, 4105, 4106, 4107, 4108, 4109, 4110, 4111, 4112, 4113, 4114, 4115, 4116, 4117, 4118, 4119, 4120, 4121, 4122, 4123, 4124, 4125, 4126, 4127, 4128, 4129, 4130, 4131, 4132, 4133, 4134, 4135, 4136, 4137, 4138, 4139, 4140, 4141, 4142, 4143, 4144, 4145, 4146, 4147, 4148, 4149, 4150, 4151, 4152, 4153, 4154, 4155, 4156, 4157, 4158, 4159, 4160, 4161, 4162, 4163, 4164, 4165, 4166, 4167, 4168, 4169, 4170, 4171, 4172, 4173, 4174, 4175, 4176, 4177, 4178, 4179, 4180, 4181, 4182, 4183, 4184, 4185, 4186, 4187, 4188, 4189, 4190, 4191, 4192, 4193, 4194, 4195, 4196, 4197, 4198, 4199, 4200, 4201, 4202, 4203, 4204, 4205, 4206, 4207, 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4872, 4873, 4874, 4875, 4876, 4877, 4878, 4879, 4880, 4881, 4882, 4883, 4884, 4885, 4886, 4887, 4888, 4889, 4890, 4891, 4892, 4893, 4894, 4895, 4896, 4897, 4898, 4899, 4900, 4901, 4902, 4903, 4904, 4905, 4906, 4907, 4908, 4909, 4910, 4911, 4912, 4913, 4914, 4915, 4916, 4917, 4918, 4919, 4920, 4921, 4922, 4923, 4924, 4925, 4926, 4927, 4928, 4929, 4930, 4931, 4932, 4933, 4934, 4935, 4936, 4937, 4938, 4939, 4940, 4941, 4942, 4943, 4944, 4945, 4946, 4947, 4948, 4949, 4950, 4951, 4952, 4953, 4954, 4955, 4956, 4957, 4958, 4959, 4960, 4961, 4962, 4963, 4964, 4965, 4966, 4967, 4968, 4969, 4970, 4971, 4972, 4973, 4974, 4975, 4976, 4977, 4978, 4979, 4980, 4981, 4982, 4983, 4984, 4985, 4986, 4987, 4988, 4989, 4990, 4991, 4992, 4993, 4994, 4995, 4996, 4997, 4998, 4999, 5000, 5001, 5002, 5003, 5004, 5005, 5006, 5007, 5008, 5009, 5010, 5011, 5012, 5013, 5014, 5015, 5016, 5017, 5018, 5019, 5020, 5021, 5022, 5023, 5024, 5025, 5026, 5027, 5028, 5029, 5030, 5031, 5032, 5033, 5034, 5035, 5036, 5037, 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5536, 5537, 5538, 5539, 5540, 5541, 5542, 5543, 5544, 5545, 5546, 5547, 5548, 5549, 5550, 5551, 5552, 5553, 5554, 5555, 5556, 5557, 5558, 5559, 5560, 5561, 5562, 5563, 5564, 5565, 5566, 5567, 5568, 5569, 5570, 5571, 5572, 5573, 5574, 5575, 5576, 5577, 5578, 5579, 5580, 5581, 5582, 5583, 5584, 5585, 5586, 5587, 5588, 5589, 5590, 5591, 5592, 5593, 5594, 5595, 5596, 5597, 5598, 5599, 5600, 5601, 5602, 5603, 5604, 5605, 5606, 5607, 5608, 5609, 5610, 5611, 5612, 5613, 5614, 5615, 5616, 5617, 5618, 5619, 5620, 5621, 5622, 5623, 5624, 5625, 5626, 5627, 5628, 5629, 5630, 5631, 5632, 5633, 5634, 5635, 5636, 5637, 5638, 5639, 5640, 5641, 5642, 5643, 5644, 5645, 5646, 5647, 5648, 5649, 5650, 5651, 5652, 5653, 5654, 5655, 5656, 5657, 5658, 5659, 5660, 5661, 5662, 5663, 5664, 5665, 5666, 5667, 5668, 5669, 5670, 5671, 5672, 5673, 5674, 5675, 5676, 5677, 5678, 5679, 5680, 5681, 5682, 5683, 5684, 5685, 5686, 5687, 5688, 5689, 5690, 5691, 5692, 5693, 5694, 5695, 5696, 5697, 5698, 5699, 5700, 5701, 5702, 5703, 5704, 5705, 5706, 5707, 5708, 5709, 5710, 5711, 5712, 5713, 5714, 5715, 5716, 5717, 5718, 5719, 5720, 5721, 5722, 5723, 5724, 5725, 5726, 5727, 5728, 5729, 5730, 5731, 5732, 5733, 5734, 5735, 5736, 5737, 5738, 5739, 5740, 5741, 5742, 5743, 5744, 5745, 5746, 5747, 5748, 5749, 5750, 5751, 5752, 5753, 5754, 5755, 5756, 5757, 5758, 5759, 5760, 5761, 5762, 5763, 5764, 5765, 5766, 5767, 5768, 5769, 5770, 5771, 5772, 5773, 5774, 5775, 5776, 5777, 5778, 5779, 5780, 5781, 5782, 5783, 5784, 5785, 5786, 5787, 5788, 5789, 5790, 5791, 5792, 5793, 5794, 5795, 5796, 5797, 5798, 5799, 5800, 5801, 5802, 5803, 5804, 5805, 5806, 5807, 5808, 5809, 5810, 5811, 5812, 5813, 5814, 5815, 5816, 5817, 5818, 5819, 5820, 5821, 5822, 5823, 5824, 5825, 5826, 5827, 5828, 5829, 5830, 5831, 5832, 5833, 5834, 5835, 5836, 5837, 5838, 5839, 5840, 5841, 5842, 5843, 5844, 5845, 5846, 5847, 5848, 5849, 5850, 5851, 5852, 5853, 5854, 5855, 5856, 5857, 5858, 5859, 5860, 5861, 5862, 5863, 5864, 5865, 5866, 5867, 5868, 5869, 5870, 5871, 5872, 5873, 5874, 5875, 5876, 5877, 5878, 5879, 5880, 5881, 5882, 5883, 5884, 5885, 5886, 5887, 5888, 5889, 5890, 5891, 5892, 5893, 5894, 5895, 5896, 5897, 5898, 5899, 5900, 5901, 5902, 5903, 5904, 5905, 5906, 5907, 5908, 5909, 5910, 5911, 5912, 5913, 5914, 5915, 5916, 5917, 5918, 5919, 5920, 5921, 5922, 5923, 5924, 5925, 5926, 5927, 5928, 5929, 5930, 5931, 5932, 5933, 5934, 5935, 5936, 5937, 5938, 5939, 5940, 5941, 5942, 5943, 5944, 5945, 5946, 5947, 5948, 5949, 5950, 5951, 5952, 5953, 5954, 5955, 5956, 5957, 5958, 5959, 5960, 5961, 5962, 5963, 5964, 5965, 5966, 5967, 5968, 5969, 5970, 5



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN A40

**1951** (July) Austin A40 de luxe saloon, heater, power covers, 9,000 miles only, new B.M.T.A. consent, £645.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. (C1026)

**1951** (April) Austin A40 saloon, heater, 10,000 miles, grey, blue leather, B.M.T.A. release, £650.—Gavaghan, 850, Oldham Rd., Rochdale. Tel. Rochdale 48060. (C1028)

**£625** 1949 Austin A40 saloon, sliding roof, heater and radio, blue, one owner, also another at £495.—Vandervelle, 215, Haverstock Hill, N.W.3. Primrose 4441. (C1037)

**AUSTIN A40 1952** Somerset saloon, green/brown, 5,700 miles only, as new, B.M.T.A. permission, consigned price.—James H. Galt, Ltd., 56, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. (C1038)

**1951** Austin A40 saloon, heater, radio, grey, 4,800 miles, £665; another with steering column change, B.M.T.A. consent.—E. L. Mendel, Ltd., 85, Great Portland St., W.1. Lancham 2261/2. (C1037)

**XXX** 1949 (September) Austin A40 saloon, green with fawn leather, heater, a beautifully kept car, thoroughly recommended; written guarantee; £495, terms, exchange.—H. P. Edwards, 172, Kings Rd., Exeter. 5101. (C1002)

**545** ins.—Austin A40 1950, Devon 4-door saloon, maroon, sliding head, fawn leather, heater, excellent condition, terms, exchange; list open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1037)

**1949** Austin A40 saloon, very well maintained, fitted heater, clean and very sound, outstanding value, taxed, terms; £525, exchange.—West London Motors, 235-239, Fulham Palace Rd., London, W.6. Fulham 0066. (Evenings Kingston 6459.) (C1035)

**TANKARD & SMITH, Ltd.** offer: 1949 Austin A40 saloon, grey with beige leather, fitted heater, speedometer reading 21,000, carefully used car; £525, terms, written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. 4401/2. (C1026)

**1949** Austin A40 saloon, very small mileage, immaculate condition, fitted heater, radio, seat covers, etc., one careful private owner, outstanding bargain, taxed, £550, terms and exchange.—West London Motors, 235-239, Fulham Palace Rd., London, W.6. Fulham 0066. (Evenings Kingston 6459.) (C1035)

## Austin A40 Cars Wanted

**T H E**  
**CAR MART, Ltd.**  
**AUSTIN cars**  
**REQUIRED immediately.**  
**MAKE** your enquiries to  
**AUSTIN House, 297, Euston**  
**ROAD, London, N.W.1.**  
**TELEPHONE: Euston 1212.** (C1057/R)

**ROWLAND SMITH'S**, the Austin buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (0912/R)  
**CASH** buyers of good Austin A40s; distance no object.—Huttons, Lord St., Southwark, London, S.1. (0708/R)  
**A S** new, post-war Austin A40 required.—30, Regent Rd., S.W.16. Tulsa Hill 2769 (day). (0725/R)  
**AUSTIN A40** low mileage saloon required.—Gordon A. Wooderson, 48a, Drevestrad Rd., S.W.16. Tel. Streatham 9038. (C1025)

## AUSTIN TWELVE

**1938** (June) Austin 12/4 Ascot saloon, black, in good order; £220.—(C1026)  
**1939** model H.R.A. series Austin 12/4 Ascot saloon, black, written guarantee, £275.—G.W.S. Tel. Mac. 3563. (C1026)  
**1947** Austin 12; £450 good order throughout.—W. T. Davis, Ltd., 307, Euston Rd., N.W.1. Tel. Euston 5105. (C1047)

**1947** model Austin 12 black saloon, excellent condition, £479.—Hampden Gray, 30, Harnage Lane, N.W.2. Speedwell 1242. (C1026)

**£265**—1939 Austin 12/4 Ascot de luxe saloon, non-repeatable bargain.—Bira, Motors, 180-184, West End Lane, W.6. Hampstead 4880. (C1024)

**£70**—1950 heavy 12/4 tourer, excellent engine and types, new battery, good hood and screens, beautiful pebble leather interior, taxed, true vintage reliability, £79.—(C1024)

**C.N.K. MOTORS**, 353, Finchley Rd., N.W.3. Tel. C. Hampstead 5712. (C1025)

**£333**—Magnificent and spotless 1939 Austin 12/4 de luxe saloon, bodywork like new, interior beautiful, whole car overhauled and in rare condition; 3 months' guarantee, hire purchase, exchange.—LAMB, Finchley Showrooms, 421, High Rd., Finchley, N.12. Pin. 6221. (C1025)

**165** ins.—Austin 12, 1939 model, de luxe saloon, black, sliding head, maroon leather, good condition, taxed; terms, exchange; list open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1018)

**1947** Austin 12 saloon, black, moderate mileage, reconditioned engine recently fitted, one owner, maintained since new, exclusively in our works, a superb example of this very rare and desirable model, three months' guarantee; £435.—E. W. MOTORS Ltd., Queen's Head Garage, East C. End Rd., N.3. Finchley 6236 (3 lines). (C1016)

## Austin Twelve Cars Wanted

**C M**  
**THE CAR MART, Ltd.** London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. (0954/R)

**ROWLAND SMITH'S**, the Austin buyers—Hampstead High St. (Hampstead Tube), Hampstead 6041. (0912/R)

## AUSTIN SIXTEEN

**CAR MART, Ltd.**  
**LONDON Distributors.**

**1950** Austin 16hp hire limousine, 14,000 miles; £795.—(C1037)

**1949**—Austin 16hp saloon, radio, guaranteed; £575.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

**GATEHOUSE MOTORS** offer:—

**1936** Austin 16hp saloon, grey; £175.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. (C1021)

**1948** H.R. green, brown upholstery, heater and radio, one owner.—DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2366. (C1070)

**1939** Austin 16 saloon, absolutely immaculate, fitted many extras, £365.—JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Moutview 5228 and 5774. (C1054)

**£545** 1949 Austin 16hp saloon, black, brown leather, radio and heater.—Below.—(C1037)

**£465** 1948 Austin 16hp saloon, fawn, brown leather, heater.—Vandervelle, 215, Haverstock Hill, N.W.3. Primrose 4441. (C1037)

**1947/48** Austin 16 saloon, one owner, from £419.—Battersea 5250/3768. (C1037)

**1949** Austin 16 saloon, one owner, 27,000 miles, R. Croyd, Addiscombe 3066. (C1076)

**BRUTONS, Ltd.**—1939 Austin 16 drop head, excellent condition, £525.—15-14, Oaten Mews, Emperor's Gate, S.W.7. Fremantle 0942. (C1026)

**1935** Austin 16 long wheel-base saloon; £125.—Chain Garages, Ltd., Hanger Lane, Junction of Western Ave., Barking, W.5. Per. 4404-5. (C1018)

**1948** Austin 16, unmarked, excellent condition, one owner, 27,000 miles; £435.—Can be seen at Parker, Winder & Achurch Garage, Gas St., Birmingham. (C1016)

**1948** (October) Austin 16 saloon, green, brown leather, spotless condition; £450.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1016)

**AUSTIN 16**, 1948, one private owner since new. A genuine mileage 19,700, maintained in really exceptional condition; £375.—Hammond Motors, Ltd., Tel. Printon 11. (C1016)

**HIRE LIMOUSINES** 1951, partition, 7-forward, leather, small mileage, £795. (Fifty Limousines—List Posted), Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006/R)

**595** ins.—Austin 16, 1949, de luxe saloon, black, sliding head, brown upholstery, one owner, excellent condition; terms, exchange; list open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1018)

**HARGREES** 1952 Beater-Deck A & S, streamlined De Luxe Coachwork, exclusive equipment, reasonable cost, ready service, also—(C1006)

**1939** 1940 modern streamlined 6-beater Coachwork, low cost, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

## Austin Sixteen Cars Wanted

**T H E**  
**CAR MART, Ltd.**  
**AUSTIN cars**  
**REQUIRED immediately.**  
**MAKE** your enquiries to  
**AUSTIN House, 297, Euston**  
**ROAD, London, N.W.1.**  
**TELEPHONE: Euston 1212.** (0955/R)

**ROWLAND SMITH'S**, the Austin buyers—Hampstead High St. (Hampstead Tube), Hampstead 6041. (0912/R)

## AUSTIN A70 &amp; A90

**OPPORTUNITY.**  
**1952** (October) Austin Hereford saloon, 300 miles; £625.—Ernest Sutton, Tel. Regate 4. (C1023)

**CAR MART, Ltd.**  
**LONDON Distributors.**

**1952** Austin A90 saloon, radio, heater, 200 miles; £1,050.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

**NEWNHAMS, Ltd.**  
**1951** Austin A70 Hereford saloon, grey, 15,000 miles, carefully used; £795.—NEWNHAMS House, 239-7-9, Hammermith Rd., London, W.6. Riverside 4646. (C1024)

## AUSTIN A70 &amp; A90

**COACHCRAFT** offer:—  
**£595**—1950/51 A90 convertible, power-operated top, Ekco radio and heater, maintained by Austin Motor Co., low mileage car, in practically new condition throughout, three months' written guarantee; terms to suit and exchange.—Coachcraft, Elm Rd., Evesham, Tel. 6339. (C1053)

**B. J. HUNTER, Ltd.** offer:—  
**1950** Austin A70 saloon, fitted radio, heater, indistinguishable from new; £725.—(C1040)

**B. J. HUNTER, Ltd.** offer:—  
**1950** Austin A70 saloon, blue with blue upholstery, radio, heater, sunroof, recorded mileage 12,900; £695.—(C1040)

**836** 1942, High Rd., N.12. Hillside 0094. (C1027)

**PHILIP RICKARDS, Ltd.** offer:—  
**1952** Austin A70 Hereford, 3,000 miles as new.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. (C1051)

**GUY SALMON AUTOMOBILES** offer:—  
**1950** Austin A90 power-operated convertible, radio and heater, one owner, excellent condition; £551-2-3. (C1001)

**D. J. SHEPHERD & CO. (ENFIELD), Ltd.**  
**1951** Austin A70 Hereford saloon, blue, heater, exceptional condition; £675.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Herford Rd., Enfield, Middlesex. 1631. (C1009)

**1949** Austin A70 saloon, grey, 18,000 miles; £595.—(C1040)

**EUSTACE WATKINS, Ltd.**, 12, Berkeley St., W.1. (Mayfair 5051) and 12, Chelsea Manor St., S.W.3. (Plaza 5181). (C1040)

**CLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts. A. Welwyn 481, offer:—  
**1952** Austin A90 Atlantic saloon, unused, grey leather, heater, £1,100.—(C1010)

**1950** (Dec.) Austin A70 sal., grey/brown leather, heater, 17,000 miles.—(C1049)

**1949** Austin A70 Hampshire, sunroof, heater, one owner.—Below.—(C1037)

**£495** 1951 Austin A70 Hereford, grey, grey leather, small mileage.—Vandervelle, 215, Haverstock Hill, N.W.3. Primrose 4441. (C1037)

**1950** (Nov.) Austin A70 saloon.—Autowork, Ltd., 10, Winchester, Tel. Winchester 4484. (C1010)

**AUSTIN A70**, registered 1951, low mileage, radio, heater, covers; £650.—2, Vaughan Ave., Hendon, Hendon 1423. (C1036)

**1952** Austin A70 Hereford saloon, finished in fawn with brown leather, fitted radio and heater, 5,000 miles only; £875.—(C1040)

**A. SAUNDERS, Ltd.**, Austin House, Castle St., H. Worcester, Tel. 2568. (C1006)

**1950** A90 power-operated convertible, cream, red leather upholstery, extremely fast and attractive car at reasonable price of £749.—(C1021)

**BIRKETT MOTORS, Ltd.**, 72-74, High Rd., South Woodford, E.16. Buckhurst 3766. (C1021)

**1951** (Nov.) Austin A70 Hereford sal., many extras include hire covers.—C. A. Peio, Ltd., North Audley St., W.1. Mayfair 3051. (C1043)

**1952** A70 saloon, lavender grey, brown leather, heater, genuine 4,500 miles only, private owner, no dealers price; £825.—811, 8601. (C1059)

**1950** (May) A70 Hampshire saloon, sun roof, finished in green with beige upholstery, radio and heater, 35,000 miles, good condition throughout.—SHAW MOTORS, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3051-2. (C1008)

**1952** Austin A70 Hereford, 4,000 miles only, new condition throughout; £895.—87, Hanger Drive, Bantsted, Surrey. Ewell 2366. (C1057)

**A70** saloon 1950, low mileage, very clean car.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 8760. (C1024)

**A90** convertible, electric, heater, wireless, superb showroom cream, black, 11,000 guaranteed; £530.—Ozans, Summertown, Oxford. 59615. (C1050)

**1952** Austin A90 saloon, 2,000 miles, as new.—British & Colonial Motors, Ltd., 15-14, Upper St., Martin's Lane, W.C.2. Temple Bar 3556. (C1027)

**1951** (March) Austin A70 Hereford saloon, blue, heater, low mileage; £725.—Wimbourne & Co., Ltd., Abney House, Victoria St., S.W.1. Abney 6908. (C1023)

**£675**—1951 Austin A70 Hampshire saloon, one owner.—The Grice Elera, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. (C1025)

**1952** series Austin A90 saloon, R. & H., many extras, 8,500 miles; £895.—Green & Zonia Ltd., 246-252, Denagatte, Manchester, 3. Tel. Deva. 3325-6. (C1026)

**1951** (Jan.) Austin A90 power-operated convertible coupe, in first-class condition, green, radio, heater, beige leather upholstery, one owner, 11,000 miles; £735.—(C1026)

**W. J. BROWN, Ltd.** Established over 30 years, 339, Finchley Rd., N.W.3. Hampstead 4414. (C1025)

**1951** (November) A90 hard top saloon, black, beige leather, in excellent condition throughout, 10,000 miles; £745; choice of two; tel. for appointment to view.—165, Haverham Rd., Walton-on-Thames 2897. (C1051)



# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN A70 & A90

1952 model Austin A70 Hereford saloon, low mileage, fine, immaculate condition, heater, radio, £795, terms, exchange—Philip Foster, 100, High St., Uxbridge, Tel. 1202. (C1011)

1952 A90 sports saloon, black/red, heater, 233 miles only, unblemished, terms, part exchange considered—Austin House, 144, Golden Green Rd., N.W.11, Speedwell 0011. (C1004)

1952 (No. 1951) Austin A90 saloon, grey with grey leather, under 8,000 miles, tyres unmarked, car as new, bargain, £825—Apply, O. D. Guest, Ltd., Coldmore Rd., Walsell, Tel. 4596. (C1295)

NAYLOR & ROOT—1951 Austin A70 Hereford saloon, low blue beige hide, heater, 14,000 miles, unblemished, £775; six month guarantee—25, East Hill, Clapham Junction, S.W.11, Batt. 2252. (C1002)

1950 Austin A70 (one owner), specimen car in every way, fitted heater, etc., etc., spare unused, £595—Harold Webb Motors, Ltd., 765-767, Romford Rd., Manor Park, E.12, Ilford B15-2. (C1006)

ROSE & YOUNG, Ltd., offer 1949 Austin A70 Hampshire saloon, 18,000 miles only, radio and heater, black, £595—65-69, St. Nicholas Ave., Streatham Hill, S.W.2, (1 minute Streatham Hill Station), Tube Hill 6045. (C1007)

1951 (April) Austin A70 Hereford, blue, heater, an exceptionally good example throughout, and to-day's best value at £695, exchange, deferred terms, John S. Truscott, Ltd., 175, Westbourne Grove, W.1, Bay 4274. (C1005)

XXX 1951 Austin A70 saloon, blue with blue leather, radio, heater, a truly exceptional one-owner car, written guarantee, £675, terms, exchange—R. F. Edwards, 200, Gt. Portland St., W.1, Langham 0012. (C1003)

£595—1950 Hampshire saloon, June, 1949, in bright condition, with full service, by owner, details of all servicing available, together with bill for engine overhaul last month; also a 1952 Hereford just six months old, in condition literally as brand new throughout. CARMON MOTORS, Leighton Buzzard, Beds, Tel. 2041. Open till 6 p.m. Write for catalogue. (C1035)

## Austin A70 and A90 Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212

ROWLAND SMITH'S, the Austin buyers, Hampstead High St. (Hampstead Tube). Hampstead 6041. (C1001/R)

## AUSTIN EIGHTEEN

1937 Austin 18 Dealer saloon, outwork, London, Winchester, Tel. Winchester 4834. (C1010)

GUY ALFRED & Co., Ltd.—1935 Austin 18 7-seater, excellent—6-7, Warren St., W.1, Euston 3205. (C1009)

295—Austin 18, September 1935, Norfolk de luxe saloon, black, sliding head, blue leather, carefully used, excellent condition, terms, exchange; list open 9-5, seven days, excellent condition; terms, exchange—Rowland Smith, below. (C1018)

145—Austin 18, 1936, Hertford de luxe saloon, black, sliding head, blue leather, carefully used, excellent condition, terms, exchange; list open 9-5, seven days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1018)

7-SEAT Gordon Landaulet (19/4/36) B.R. chauffeur maintained, property of used owner, amazing condition, almost new tyres; offers submitted—Sunningdale Motors, Sunningdale, Ascot 315. (C1006)

## Austin Eighteen Cars Wanted

THE

CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars—297, Euston Rd., N.W.1, Euston 1212. (C1006/R)

ROWLAND SMITH'S, the Austin buyers—Hampstead High St. (Hampstead Tube), Hampstead 6041. (C1004/R)

1938 39 privately owned Limousines also 7-passenger Saloons, urgently required. A. & S. Providence Court, North Audley Street. (W1006)

ROWLAND SMITH'S, the Austin buyers—Hampstead High St. (Hampstead Tube), Hampstead 6041. (C1005/R)

## AUSTIN TWENTY-EIGHT

LMOUBINE Rancoule, 1933, partition, forward occasional, leather, wonderful condition, mileage negligible, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

## AUSTIN A125 & A135

CAR MART, Ltd.

LONDON Distributors.

1952 Austin A125 Sherline saloon, radio, heater, 500 miles; £1,595. Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1, Euston 1212. (C1009)

1952—33 Austin Sherline saloon, 200 miles only; list price was £500; the cheapest ever offered. £1,535.—Box 4000 (C1011)

## AUSTIN A125 & A135

MANN EGERTON & Co., Ltd., offer—

1950 Austin Sherline, metallic grey with grey radio, leather upholstery, piped maroon, sun roof, heater, mileage 25,000, carefully maintained and in superb order throughout. £825—Jacquar, 14, Berkeley St., London, W.1. Regent 2073. (C1005)

FUNERAL HEARSES Built in our own Coachworks supplied direct to Purchaser. Inspection invited. Address enquiries:—H. & Saunders (Coachbuilders), Ltd., Station Approach, Kew Gardens, Richmond 1161. (C1004)

1952 Sherline saloon, black, fawn, 200 miles only, unblemished, terms, part exchange considered—Austin House, 144, Golden Green Rd., N.W.11, Speedwell 0011. (C1004)

1950 Sherline, black, at present being fitted with new engine, 17,000 miles; £825—Clayton's Cars (London), Ltd., 137, Euston Rd., London, N.W.1, Tel. Euston 3205 (5 lines). (C1006)

1949 (Nov.) Sherline, one owner, chauffeur maintained, 4-door de luxe saloon, fitted radio, heater, in excellent condition, £825—Jacquar, Ltd., 225-7, Hammermith Rd., W.6, Riverside 6677-8. (C1043)

AUSTIN Princess, 1952, absolutely new condition, A metallic silver finish, light blue upholstery, 2,500 miles only; owner taking delivery of smaller car will accept best offer—44, Farquhar Rd., Edgubaton, Birmingham. (C1007)

HEARGE 1952 partitioned, five door, 6-Bearer Deluxe Coachwork, latest equipment, ready service. LMOUBINE 1951 partitioned Sherline, face forward, black, only maintenance, mileage negligible, bargain, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

## GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

## Austin A125 and A135 Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

1950 Austin Sherline saloon wanted urgently, genuine low mileage and colour black—Northways Garage, 51-53, Colindale, W.9, 3. Prime 1127. (C1006)

## AUSTIN MISCELLANEOUS

TOM GARNER, Ltd., offer—

1952 Austin A70 Hereford saloon, green with brown leather, heater, 2,500 miles only. (C1006)

1952 Austin A125 Sherline saloon, black with beige leather, 300 miles only, £500 under list price. (C1006)

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9205-6. (C1006)

ARCHIE RICHMOND & Co., Ltd.—1947 Austin 6 4-door saloon, colour blue, brown upholstery, sliding roof, nominal mileage, one owner only, in excellent condition in every way; £425. (C1006)

1950 Austin A40 Countyman, colour green, 11,000 miles, one extremely careful owner, immediate condition throughout; £895—54, Gt. Portland St., W.1, Langham 1343. (C1013)

## Austin Miscellaneous Cars Wanted

AUSTIN wanted—Smiths, 86, Chalk Farm Rd., N.W.1, Goul. 2767. (C1022/R)

## Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S

ROWLAND SMITH'S, the Austin buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (C1005/R)

MARSTON MOTOR Co. for your Austin—Tel. S.W. 8000, Seven Sisters Co., Tottenham, N.15. (S96/R)

ALL models Austin urgently required—Corbett & Taylor, 22, Conduit News, W.2, Amb. 6049. (C1005/R)

HATTONE, 22 Lord St., Southport, will buy Austin, 1938 to 1950, 8 to 16hp, in condition above average. (C1005/R)

XXX Cash immediately for good Austin—H. F. Edwards, 200, Gt. Portland St., W.1, Langham 0012. (W1058/R)

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin—Tel. Weybridge 233. (C1054/R)

## Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares (in stock) open Saturday until 6 p.m.; night service available—Wimbledon Motor Works, Ltd., 29, High St., S.W.19, Wim. 0123. (C1014/R)

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.8. Riv. 3665. (C1036)

C. G. NORMAN & Co.

AUTHORISED Austin retailers, service; spare parts and replacement units—50, Vauxhall Bridge Rd., London, S.W.1, Victoria 2211. (C1071/R)

THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks. THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.2 (Hendon 6300), and 41-16, Uxbridge Rd., Ealing, W.8 (Ealing 6717), and 34, Streatham High Rd., S.W.16 (Streatham 7751). (C1010/R)

AUSTIN spares for old and new models—Jenners, Ltd., Birmingham. (C1005/R)

FOR Austin spares and replacement units—Sands, Burnham, Bucks 84. (C1005/R)

AUSTIN 7 spares, any year, any part; largest stockists in U.K., exchange units—Try Northwood's first—45-47, Newington Causeway, E.1, Hop. 2058/2020. (C1029/R)

WEST LONDON—Rogers Garage; repairs and service stockists. New address: Welby Ave., Croydon, Wick Rd., W.6, Riverside 2644-5. Old and new friends welcome. (C1005/R)

AUSTIN 7 spares—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamo, etc.; s.a.e. for list—Withams, 18, Balham Hill, S.W.15, Battersea 3290/3769. (C1005/R)

AUSTIN spares for cars, vans and commercial vehicles.—J. O'Neil, Ltd., Distributors of Austin Spare Parts, Longbridge Road, Great West Road, Bedford, Bedfordshire. Tel. Bedford 67-8-9. (C1005/R)

PRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; engine, engine, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—37, Arc Lane, Brixton 1155. (C1004/R)

## AUTOVIA

AUTOVIA 1952 saloon, very modern lines, chrome waistband, P.100 headlamps, etc., professionally fitted with factory recommended Ford V3 engine (two months ago), looks and runs like £500, 2175, would consider small car—Preston 2410. Flat 5, 47, Bramham Gdns., London, S.W.5. (C1007)

## BENTLEY (3½- & 4½-litre)

JACK BARCLAY, Ltd.

LARGEST official retailers of Bentley and Rolls-Royce; 12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7464. (C1005/R)

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THE leading Northern Bentley specialists.

HAVE a very fine selection of post-war Bentley cars from 42,500. RIFPOH BROS., Ltd., Budefield 7070 (10 lines). Also Bradford, Leeds and Sheffield. (C1006/R)

A JACKSON offers—

1950 Bentley Mk VI standard saloon, grey leather, 13, excellent condition throughout, choice of two; £2,950. (C1006/R)

1948 (June) Bentley Mk VI, 45,000 miles, two owners, black, grey leather, fitted chromium waistline, steam washers, latest type wheel disc and Aco rimlocks, has external appearance of 50-51 model; £2,590; tel. for appointment to view.—165, Herbrand Rd., Walton-on-Thames 2297. (C1017)

HERNLYS, Ltd., offer—

1934 Bentley 3½, sports saloon by Hooper, black with brown leather, one owner, several hundred pounds spent recently in bringing this fine car into first-class condition, an exceptional opportunity at £245; H.P. available—325, Euston Rd., London, N. (C1014)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## BENTLEY (3½- &amp; 4½-litre)

RUSSELL MOTORS offer:-

- 1938 L.S. series 4½ Bentley 4-door saloon, fitted radio, £1,475; any trial or examination.
- 1934 3½-litre Bentley 4-door saloon by Thrupp & Maberly, fitted Radiomobile; an exceptional car, any trial or examination.
- RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Glouce St., S.W.1. Tel. Stogie 9289. (C3069)
- 1937 Bentley 4½-litre 1936 saloon, supremely well maintained in almost new condition.
- 1917 Bentley 4½-litre 1937 Continental sports saloon by Gurney Nutting.
- 1917 Bentley 4½ latest 1938 saloon by Park Ward.
- 1917 Bentley 4½ 1939 overdrive saloon by H. J. Mulliner.
- 1917 Bentley Mark VI saloon, 26,000 miles, black, maintained unmarked and as new.
- SWANMORE GARAGE, 1170-1180, Churchchurch Rd., Bournemouth, Tel. Southbourne 43344. (C4024)

HAROLD RADFORD &amp; Co., Ltd.

INVITE you to call and inspect their unique selection of Bentley cars.

- 1949 (December) Bentley Mark VI 2-door fixed head, black leather upholstery, 5,000 miles. Youngs, large boot, bench type seats, colour black with red leather upholstery, radio, heater and demister, two owners, speedometer reading 20,000 miles, in excellent condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6542 (5 lines). (C3047)

MANN BERTON &amp; Co., Ltd., offer:-

- 1952 Bentley Mk. VI steel saloon, black with brown leather upholstery, mileage under 5,000.
- 14 Berkeley St., London, W.1. Regent 2078. (C3006)

GUY SALMON AUTOMOBILES offer:-

- 1935 Bentley 4½-litre Vanden Plas sports tourer, quite exceptional condition throughout, 4,775.
- Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

COOMBS &amp; SONS (GUILDFORD), Ltd., offer:-

- 1948 Bentley 4½-litre steel saloon, mileage 24,000; £2,650.
- 1938 Bentley 4½-litre Park Ward saloon; £1,775.
- 1935 Bentley 4½-litre Park Ward saloon, recent overhaul by makers; £1,175.
- 1934 Bentley 4½-litre Thrupp & Maberly sports saloon; £2,250.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 5207-9-3. (C1007)

PANTILES, Guildford 5326. See under "Sports Cars."

- 1500 miles—1951 4½ black saloon, as new, with offers 1-Box 3978. (4985)

- 6000 miles—Bentley Mark VI 1951 standard steel saloon at £1,500; under list.—Ernest Sutton, Tel. Roehampton 4. (C4023)

- 1948 Bentley Mark VI standard saloon, black, brown leather upholstery, replacement engine fitted July 1952; £2,550.

- 1947 Bentley Mark VI standard saloon, black with brown leather upholstery, just decarbonized and latest type modified piston and tappets fitted; £2,450.

- 1936 black, brown leather, excellent history, bills available; £1,050, including tax to end year.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Kes. 9477/9476. (C5035)

CHARLES POLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and dealers offer at knock-out competitive prices the following:

- BENTLEY new and unregistered 1952 big bore B standard steel sal., metallic grey, offered at list price.

- 1951 (Dec.) Bentley Mark VI (big bore) 4½-litre, dark blue, mileage 15,000; this car has been very carefully maintained (some years have been fitted from new, reduced, £3,975).

- 1950 Bentley Mark VI (some years, 2-door sal., black, one owner, 17,000 miles only; decarbonized 2,000 miles ago, a genuine and most attractive car.

- 1950 Bentley Mark VI standard steel sal., finished grey, one owner, fully guaranteed; reduction price, £2,950.

OFFICIAL Retailers and Repairs, 18, Berkeley St., W.1. Mayfair 6266. (C3041)

SERVICE WORKS AND STORES, Barnsdale Yard, off Elgin Ave., W.9. Cunningsham 5936. (C3010)

- 1950 (June) Bentley standard steel saloon, black with brown leather upholstery, 22,000 miles, coachwork and mechanical condition excellent throughout.

CHARLES ATTWOOD & SON, Ltd., Bentley Specialist, Cretainers, Wolverhampton. Tel. Wolverhampton 90634. (2712)

- 1934 Bentley Park Ward saloon; £750; upper; exchange conditions.—Lingwood, 2750, Upper; 6001, Southampton, Tel. 66552. (4307)

- 1938 4½ Bentley L.E. chassis, special 2-seater drop head coupe by Young of Bromley, certainly one of the most attractive Bentleys on the road.

METCALFE & MUNBY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. (C3084/1)

- 1947 Bentley, H.J. Mulliner body, 2-door sports, £2,250; Olynx's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 2228 (5 lines). (C1050)

- BENTLEY, 1938 model 4½-litre drop head Vanden Plas, genuine mileage only 48,000, a pretty and sound vintage motor car; £275 for quick sale.—Box 6002. (5138)

- 1950 (Dec.) Bentley standard steel saloon, black, with brown leather covers, mileage 22,700, chassis No. B.553N, one owner, immaculate inside and out, complete works history, any trial or examination, indistinguishable from new; reasonable price.

NEWCASTLE (STAFFS), MOTOR CO., Ltd., Brunswick St., Newcastle, Staffs. (4354)

## BENTLEY (3½- &amp; 4½-litre)

BENTLEY 1949 Mark VI sports saloon, dual grey, 39,000 miles, chauffeur maintained; £2,450.—Appy, Box No. 3070, Howata Advertising, 111, Union St., Glasgow. (3419)

- 1950 (July) Mark VI standard saloon, black, brown leather upholstery, 11,000 miles, Bentley maintained and in faultless condition.—Offers to owner, Parkfield House, Carl. Kent. (C3090/1)

- 1949 (Nov.) Mk VI Bentley standard saloon, blue, 22,000 miles, ex. condition; £2,750.—Jack Oldins & Co., Ltd., Audley House, North Audley St., W.1. Mayfair 5242. (C3020/1)

- 1940 razor-edge sports saloon by Park Ward, overdrive, recent works overhaul, immaculate condition, price £1,500.—Robinson, Northwood, 34, Cromwell Road, Derby. Tel. 46821. (4323)

- BENTLEY, 1952 (Feb.) 4½-litre, big bore engine, standard steel saloon, black, brown hide interior, genuine low mileage, showroom condition; £2,500.—Tel. Hove 45228, Box 3994. (5007)

- 1938 Bentley 4½ Mulliner semi-racer edged saloon, mileage 62,000 only, black, in exceptional condition throughout; £1,550.—H. C. Paul, Ltd., 82, Bruton Place, W.1. Mayfair 0821/2. (C3040)

- BENTLEY Mark VI, 1951, carefully used, one owner, regularly serviced by Bentley, taxed, small mileage, 43,700.—Write Owner, 54, Wheelers Rd., Birmingham. (C3040)

- BENTLEY Mark VI standard steel saloon, midnight blue with beige leather upholstery, first registered 4.11.48, mileage 55,000, fitted wheel discs, radiator, demister, price £2,250.—Vincent's of Reading, Ltd., Station Sq., Reading. (4271)

- 1939 Bentley 4½-litre MX chassis with lovely car in very fine condition, fitted with a new, just repainted, new mats and head lining fitted, a most attractive car in every way; £1,595.—Taylor & Gray, 46, Kensington Court, W.8. Western 6011. (5001)

- 1938 (July) Bentley 4½ Gurney Nutting standard coupe, finished in blue, grey leather interior, car has just been completely overhauled by Bentley agents, in really beautiful condition.—Rose & Young, Ltd., 65, Stenhold Ave., S.W.2. Tulse Hill 6464 and 82545. (4640)

- 1949 (regd. June) Bentley Mk. IV standard steel saloon, black with green leather and fitted fawn nylon seat covers, privately owned, low mileage and in faultless condition; £2,500.—Little Abbotts Cottage, Gadbrook, Betchworth, Surrey. Tel. Dawes Green 330. (4640)

JACK OLDING OF MAYFAIR, official Bentley, Rolls-Royce retailers, offer new and unregistered (large bore) Mark VI Bentley with Prestone & Webb owner/drive saloon coachwork for early delivery; also a selection of used cars in first-class condition.—Jack Olding & Co., Ltd., Audley House, North Audley St., W.1. Mayfair 5242. (C3030)

- £695!!! Late 1934 Bentley sports saloon by Gurney Nutting, beautifully finished in a two-tone colour scheme of deep maroon and black, upholstery in maroon leather with polished walnut fascia and door fllets, superbly streamlined body styling and the whole car in very fine mechanical order having been overhauled and serviced by accredited Bentley specialists.

- £895!!! Bentley 4½-litre Park Ward, one-owner car, expertly maintained and serviced regardless of cost, immaculate condition in superb order throughout, also a late 1935 (1936 Chassis No.) Vanden Plas sports saloon, fitted with H.M. press-button radio, equally immaculate condition.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

- 1936 Park Ward 4-door 3½-litre Saloon, black, leather, good history, carefully maintained, excellent throughout.

- 1938 Bentley 4½-litre Park Ward pillarless saloon, black, excellent history, exceptional condition. £1,500.

- 1947 Bentley Mark VI steel Saloon, black, mileage 30,000, delightful condition, excellent history. £2,150. Alpe & Saunders, Providence Court, North Audley Street, Mayfair—2941. (C1006)

## BENTLEY (other than 3½ &amp; 4½-litre)

PERFORMANCE CARS—Good selection always available; written guarantee.—See under "Sports Cars."

- BENTLEY 4½-litre sports saloon, twin carburetors, B ribbed brake drums, in extremely good condition throughout. £275.

M.S.W.S. FREMANTLE 5471. (C3084/1)

- £125.—3-litre sporting 2/3-seater, very sound car with no rust, complete.—Bentley, 28, Church Lane, Kettering Rd., N., Northampton. Tel. Moulton 2293. (4496)

- 61-litre, specimen condition, unused 700X21 tyre on 2 1/2 inch wheels, new giant battery, streamline pick-up body by first-class coachbuilder, offered at less than the cost of the tyre and battery; £100.—Speedsters, Ltd., Guyton 628 (See Sports Cars column). (C4020)

Bentley Cars Wanted

THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grovernor 3434. (0695/R)

- ROWLAND SMITHS, the Bentley buyers, Hampstead Blvd St. (Hampstead Tube)—Hamp. 6041. Broad St. Midland 2437. (0357/R)

CAMDEN MOTORS, Ltd., Birmingham, will buy or part exchange 1934 3½ or 4½-litre Bentley.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). (W1035)

## Bentley Cars Wanted

WANTED, 1949 Bentley Mark VI saloon.—The Manor Motor Co., Ltd., 17a, Motcomb St., Knightsbridge, London, S.W.1. (4308)

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. (0540/R)

EXCHANGE 1952 (August) Renault 746cc saloon, 3,000 miles, for 1935/36 3½ Bentley saloon/d. head. North-west area.—Box 3261. (4964)

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 5362. (0062/R)

JACK OLDING, official retailers and repairers are interested in the purchase of good used cars.—Audley House, North Audley St., W.1. Mayfair 5242. (W5050)

PRIVATE buyer requires Bentley Red or Blue Label tourer, must be in good condition and reasonable price.—Cooper, Hydro Hotel, Eastbourne, Sussex. (4098)

CHARLES POLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 5266. Service works and stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningsham 5936-7-8. (0592/R)

## Bentley Buys and Services

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or coachwork; large stock of spares for all types.

WORKS—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). (0624/R)

CHARLES POLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 5266. Service works and stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningsham 5936-7-8. (0592/R)

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningsham 5936-7-8. (0592/R)

JACK OLDING, official retailers and repairers reception in the heart of Mayfair, complete overhauls, mechanical or coachwork. Tel. Mayfair 5242 for collection. 18, Providence Court, W.1. (83030/R)

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce leather interiors, exceptionally fine exterior, interior, and mechanical condition; first major engine overhaul just completed, full equipment, many extras, a really first-class example; £468, on cash, deferred terms.—John S. Truscott, Ltd., 17, Westbourne Grove, W.11. Rav. 4274. (C4035)

B.M.W. Type 327/33 Standard Autenrieth fixed head coupe, black, fawn leather interior, exceptionally fine exterior, interior, and mechanical condition; first major engine overhaul just completed, full equipment, many extras, a really first-class example; £468, on cash, deferred terms.—John S. Truscott, Ltd., 17, Westbourne Grove, W.11. Rav. 4274. (C4035)

BOND MINICAR

RAYMOND WAY, the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell St., S.W.3. Brixton 6251. (0543/R)

RAYMOND WAY, the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell St., S.W.3. Brixton 6251. (0543/R)

1952 Bond Minicar Type B, one owner only, mileage 2,500, green metallic cellulose, literally as new, choice of 10 others; 2500s.

HIRE purchase terms on the spot with no references, no formalities or covenants, part exchange, in your present motor cycle or car; always 200 cars under £400 in choice from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and premises (Kilburn Park Station, Bakerloo line, car parks). (C4047)

BOND 1952 (May), perfect condition, garage maintained, 4,500 miles, seat covers, spare wheel, Jack; £280 or best offer accepted, owner going abroad.—Box 3683. (5000)

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell St., S.W.3. Brixton 6251. (0543/R)

BOND Minicar Buys and Services

CENTRAL GARAGE, Croydon, offer spares and service for Bond Minicar.—Central Garage, Croydon 7464. (81042/R)

RAYMOND WAY for Bond Minicar repairs, spares, no job too big or too small; free advice on all Bond Minicar latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. (0827/R)

BRISTOL

ANTHONY CROOK offers:-

- 1950 type 401, Superleggers coachwork, one owner, in immaculate condition; 1950 type 402, drop head coupe in immaculate condition throughout; 1951 type 403, last produced with type 401 engine, many sports extras, including racing lights, in oil, colour, Cambridge grey, perfect throughout.—Anthony Crook Motors, Ltd., leading Bristol distributors, Town End, Cusburn Hill, Surrey. Tel. 2242-4. (C1063)

KWILL, DAVIES & MARSH, Ltd.

OFFICIAL Bristol retailers.

- 41.—St. Mary's Mews, Berkeley Sq., W.1. Gros 2563. (0236/R)

BROOKLANDS.—Individuality: new and used cars.

- 1950 Bristol 402 d.h. coupe, maroon, radio.

- 103.—New Bond St., London, W.1. Mayfair 8351-6. (C1026)

- 1949 Type 400 Bristol saloon.—Autowork, Ltd., Winchester 4834. (C1010)

- 1951 (late) 401 saloon, azure blue, 22,000, full equipment, excellent in every respect; £1,500.—Box 3946. (4529)

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## BRISTOL

**FRASER-NASH** cars will consider reasonable offers for any of the following used Bristol cars—  
**1952** (April) 401 saloon, black, radio and heater, lone covers, one owner.  
**1950** (Sept.) 401 saloon, black, 19,000 miles, one owner, radio, heater, immediate delivery.  
**1949** (1950 series) 401 with Farina 2-seater convertible, colorless, bodywork grey, blue leather.  
**1949** 400 saloon, beige leather, metallic green radio, heater; also several other type 400 Bristol.  
**FALCON WORKS**, London Rd., Ilkworth, Middlesex (Hounslow 0011). (C2015)

**BARTLETT**—Bristol 401 Farina drop head, £1,950; Bristol 1948/49 400, £1,350.—27A, Fembridge Villas, W.11. (C1011)

**UNIVERSITY MOTORS**, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, 90, Piccadilly, W.1. Grosvenor 4141. (0818/R)

**1950** 401 Bristol saloon, maintained in Bristol, in beautiful order; £1,795.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. (4572)

## Bristol Cars Wanted

**RICHARDS & CARR** buy Bristol—27a, Fembridge Villas, W.11. (W1015)

**BARTLETT** & CARR buy Bristol—35, Kinnerton St. Wilton Place, London, S.W.1. Sloane 5484. (W3044)

**WANTED** by private advertiser, 1952 Bristol saloon, must be very low mileage, give full particulars: Box 2997. (3108)

**A.P.N. Ltd.**, will purchase for cash Bristol Type 400 and Type 401 cars—Falcon Works, London Rd., Ilkworth, Middlesex (Hounslow 0011). (0476/R)

## BRITISH SALMOON

**1934** British Salmoon 12 sports saloon, good order; £1,100.—Brookside Motors, 102, High Rd. Oxbridge, Tel. 184, 10 a.m. to 7 p.m. (C1030)

## B.S.A.

**225s** ems.—B.S.A. Scout, 1939, Series 6, 10hp sports 4-seater, grey, canvas leather, new hood and side screens, very good condition, terms, exchange.—Horsland Smith—Below.

**195** ems.—B.S.A. Scout, late 1939, Series 6, 10hp sports 2-seater, green, chrome wheels, green leather, very good condition, terms, exchange.—Horsland Smith—Below.

**165** ems.—B.S.A. Scout, late 1937, Series 4, 10hp coupe, green, sliding back, green leather, very good condition, terms, exchange; lat. open 9-7 week days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6011. (C1018)

## B.S.A. Cars Wanted

**ROWLAND SMITH'S**, the B.S.A. buyers, Hampstead High St., Hampstead Tube, Ham. 0041. (C1018)

## B.S.A. Spares and Service

**BASIL ROY**, Ltd., B.S.A. (Scout model) spares; comprehensive stock, wholesale and retail—161, Old Portland St., W.1. Lancham 7133. (0143/R)

**SPARE parts** for 10hp and 12-4 fluid Sympheal model.—Allens, Victoria Rise, Clapham, S.W.4. Manxham 4189 and 6253-5. (0641/R)

## BUGATTI

**BUGATTI** drop head 4-seater coupe, perfect; £750.—Below.

**BUGATTI** coupe, 1800hp, 1100hp; £1,250.—J. Lemon Burton, 3, Lonsdale Rd., Kilburn, N.W.5. Maids Vale 1331. (0028/R)

**GRAND PRIX** Bugatti, supercharged twin-cam 2.5-litre, a magnificent example of the Type III, full history available, genuine offer or part exchange required.—Box 3918. (4772)

## Bugatti Spares and Service

**J. LEMON BURTON**, Bugatti service, 3, Lonsdale Rd., Kilburn, N.W.5. Maids Vale 1331. (0071/R)

## BUICK

**OTHER** offer:—  
**1950** (August) Buick 50hp saloon, finished in black with cord upholstery, fitted Tygan seat covers, heater, radio and many extras; speedometer reading 18,000, undoubtedly genuine, this unique right-hand drive model has been beautifully maintained and serviced and is in magnificent condition throughout, and is indistinguishable from brand new; first £2,250 secure. A CHRYSLER AUTOCAR, 132, St. Martin's Lane, W.C.2. Tel. Tulse Hill 1909. And at 10 & 11, Abchurch Lane, London E.C.4. Tel. Manxham 2211.2. (C1032)

**SIMPSON'S** offer:—  
**1950** Buick Riviera coupe—Simpson's Motors (Wembley), Ltd. (American Car Specialists), Wembley 8691/5903. (C1015)

**CHARLES POLLETT**, Ltd., offer:—  
**1949** Buick super 4-door sal., right-hand drive, one owner, 20,000 miles only (genuine), whole car in really superb condition. J. J. Mayfair 6956. (18)

**OFFICIAL** Les-Francis Service Station, Barnadoe Yard off Eling Ave., W.8. Cunningham 5595. (C2010)

**RHD**—Below.  
**RHD** 1947 Super 8 Buick, 4-door saloon, polyurethane roof, new—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. (C1028)

**IMMOBILISE** 1937 Buick 7-passenger, immaculate, leather interior, 8,000—Larson-Goodman, 135, Cricklewood Broadway, N.W.2. (C2022)

**BUICK**, delivered to only one owner new March, 1952, model super, Dynaflo drive, heater, radio, black leather covers from new, records mileage 8,200 odd, literally as brand new.

**BUICK** super 8 convertible, electrically operated B hood, windows, front seat heater and radio, 1949 model, first registered 1951; a wonderful snip at £1,250. M. J. C. & W. J. 292, Old Brompton Rd., S.W.5. Frensham 5471. (C3064)

## BUICK

**1947** Buick Super, right-hand drive, 40,000 miles; £1,200.—Chapman's Cars (London), Ltd., 537, Keston Rd., London, N.W.1. Tel. Keston 5224 (5 lines). (C1050)

**1949** (late) Buick 52hp, finished in black and grey with cord upholstery, fitted Tygan seat covers, heater, radio and many extras; speedometer reading 15,000, undoubtedly genuine, this unique left-hand drive model has been beautifully maintained and serviced and is in magnificent condition throughout, and is indistinguishable from brand new; first £1,450 secure.—Brown, 153, Viceroys Close, Bristol Rd., Edgbaston, Birmingham 4297. (C2027)

## Buick Cars Wanted

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., the Buick buyers, Wembley 8691/5903. (W4015/R)

**JOE THOMPSON MOTORS** require late model Buick cars—97, Fulham Rd., S.W.3. Kensington 4858. (W408/R)

**XXX** Cash immediately for good Buick—H. F. Edwards, 200, Gt. Portland St., W.1. Lancham 4002. (W2003)

**7-SEATERS** private 1937/39 Limousines required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)

**SOLE** concessionaire Lendrum & Hartman, Ltd., will purchase used Buick models—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. (0304/R)

## Buick Spares and Service

**BUICK** sole concessionaire, Lendrum & Hartman, Ltd., Buick House, 40, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7811. (0141/R)

## CADILLAC

**1950** Cadillac 63 special sedan, radio, heater, bottle green, superb car.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. (1170)

**1948** series 62 Cadillac 2-door saloon, beautiful car in exceptional condition, offered at £1,350.—Harry Martin, 26, Devonshire Place Mews, W.1. (5035)

**1949** Cadillac 4-door sedan o.h.v. hydraulic, extras, low miles, luxurious car.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. (1170)

**1939** Buick, chauffeur maintained, £550, bargain.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. (C088)

**1947** Cadillac Series 61, dark blue, Fisher body, grey finished interior, in perfect condition, fitted with radio; a really exceptional car in all respects.—Paddington 0022 (Mr. Harvey). (C2032)

## Cadillac Cars Wanted

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., the Cadillac buyers, Wembley 8691/5903. (W4015/R)

**SOLE** concessionaire, Lendrum & Hartman, Ltd., will purchase used Cadillac models—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. (0304/R)

## Cadillac Spares and Service

**CADILLAC** sole concessionaire, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7811. (0012/R)

## CHEVROLET

**BRITISH & COLONIAL MOTORS**, Ltd., offer:—

**1950** Chevrolet Styleline saloon de luxe, L.H.D.

**1949** Chevrolet Styleline saloon de luxe, r.h.d.

**CHOICE** of other Chevrolets in stock.

**BRITISH & COLONIAL MOTORS**, Ltd., (Distributors for London and Home Counties), 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. (C1027)

**BROOKLANDS**—Individuality; new and used cars.

**1950** Chevrolet Styleline de luxe 2-door saloon

**103**—New Bond St., London, W.1. Mayfair 6551-5.

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., for full list see under "American Cars." (C4015)

**1941** Chevrolet 30hp, 10,000 miles, 2-door saloon, black, radio and heater, cloth upholstery.—Peecock, Elphicks, Horsmonden, Kent. (4767)

**£265**—1940 Chevrolet 20hp Master de luxe saloon, steering column change, original excellent condition, red side mirror, 20 m.p.g.; terms and exchange.—Oliver Autos, 100, Peckham Road, S.E.15. New Cross 2265. (1300)

**CHEVROLET** fixed head coupe with folding occasional seats at rear, 1939 6-cylinder 30hp, very attractive car, £295.—W. J. Reynolds (Motors), Ltd., Main Ford and Portland Drive, Ford House, 81, Rd. Dagenham, Rainham 770 (8 lines). (C3065)

## Chevrolet Cars Wanted

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., the Chevrolet buyers, Wembley 8691/5903. (W4015/R)

**BRITISH & COLONIAL MOTORS**, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. (W1027/R)

## Chevrolet Spares and Service

**REPAIRS**; reconditioned gear boxes (guaranteed)—10, Winchester House, N.W.3. Pri. 2647. (0140)

**CHEVROLET** spares, exchange engine service, main dealer.—Mayr Motor, Ltd., Southamham St., Southampton. So'con 3266/4944. (0825/R)

**CHEVROLET** spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. (81027/R)

## CHRYSLER

**£285**—1951 Chrysler 24hp de luxe saloon, leather interior, 10,000 miles only, this vehicle is beautiful throughout and looks twice double, 5 months' guarantee, hire purchase, exchange.—AMPS, Finley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. (C2052)

## CHRYSLER

**£275**—Richmond Chrysler saloon, colour blue, leather upholstery, sunshine roof, incorporating windshield and overdrive, two spare wheels, mechanically sound, very fast, real bargain.—Tel. Hove 4688, Box 5955. (5089)

## Chrysler Cars Wanted

**AUTO SALES (LONDON)**, Ltd.,

**CHRYSLER** distributors, will purchase all types of Chrysler vehicles—59-55, Belaire Rd., Swiss Cottage, N.W.6. Tel. 5555/2155. (0405/R)

**SIMPSON'S MOTOR (WEMBLEY)**, Ltd., the Chrysler buyers, Wembley 8691/5903. (W4015/R)

**ROWLAND SMITH'S**, the Chrysler buyers, Hampstead High St., Hampstead Tube, Ham. 0041. (1929/R)

**7-SEATERS** private 1938/39 (24/26hp) Limousines required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)

## Chrysler Spares and Service

**AUTO SALES (LONDON)**, Ltd.,

**CHRYSLER** distributors, spares for all models, exchange reconditioned units in stock—59-55, Belaire Rd., N.W.6. Tel. 5555/2155. (0405/R)

**CHRYSLER** Specialists, comprehensive spares, engines and exchange units for all models.

**CHURCH ROAD ENG. CO.**, Ltd., Hadleigh, Essex, Tel. Hadleigh, Essex, 37171. (C1018)

**CHRYSLER** Specialists, repairs, spares, exchange engine service.—J. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2146. (0361/R)

## CITROEN

**DICKS**.

**1939** Citroen 12 saloon, recent reconditioned on Exmoor.

**DICKER CAR SALES**, Ltd., 355-401, High Rd., Kilburn, Maids Vale 688-9. (C1078)

**C. G. NORMAN & Co.**

**CITROEN** sole distributors for the county of London; service, spares and replacement units.—C. G. Norman & Co., 50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. (0736/R)

**RUSSELL MOTORS** offer:—

**1948** Citroen Light 15 saloon, one owner; £625; may trial or examination.

**RUSSELL MOTORS (KNIGHTSBRIDGE)**, Ltd., 47, Sloane St., S.W.1. Tel. Sloane 5286. (C3069)

**SIMPSON'S MOTORS** offer:—

**1950** (October) Citroen, L.H.D.; £615.—Simpson's Motors (Wembley), Ltd. (American Car Specialists), Wembley 8691/5903. (C4015)

**ACE SERVICE STATION**, Ltd.

**THE** Citroen distributors offer carefully selected and unrepeatable bargains from Exmoor; latest stock of post-war Citroens.

**1946** Citroen Light 15, black, red leather, interior, extras, £595.

**NORTH CIRCULAR**, Rd., Stonebridge Park, N.W.10. Elgar 5565 (3 lines). (C1008)

**H. W. MOTORS**, Ltd., offer:—

**1950** Citroen Light 15 saloon, grey/red leather, 11,000 miles, one owner, as new; £525.

**1950** Citroen Light 15 saloon, black/grey leather, 10,000 miles, quite unmarred; £520.

**1949** Citroen Light 15 saloon, 1950 features, maroon red leather, excellent condition; £645.

**H. W. MOTORS**, Ltd., Walton-on-Thames, 2404/5, 6. (C3042)

**RICHARDS & CARR** always best value.

**1950/1** Light 15, burundy red, extremely smart, mechanically flawless, many extras; £790.

**1949** Light 15, grey, excellent throughout; £595.

**1947** Light 15, black; £485.

**35**—Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (C3043)

**H. M. BENTLEY & PARTNERS**, Ltd., offer:—

**1950** (May) Citroen Light 15, black with red leather and sliding back; £795.

**9**—Albemarle St., London, W.1. Tel. Grosvenor 3351. (01016)

**WORKING MOTORS (MAYBURY HILL)**, Ltd.,

**HAVE** a selection of Citroen saloons from 1937 to 1950 models for sale.

**1939** 15hp French Citroen saloon, right-hand drive, just had £80 overhaul; £350.

**1947** 15hp de luxe Citroen saloon—£545.

**1948** 15hp de luxe Citroen saloon, radio; £645.

**1950** 15hp de luxe Citroen saloon, black with beige leather; £795. (C4051)

**11**—Chiswick Road, Ltd.—See our advertisement under "Sports Cars." (C1046)

**WORKING MOTOR CO.**, Ltd., for Citroen sales, spares service.—Tel. Worthing 71. (15340)

**9000** miles.—Late 1950 Light 15, as new; £345.—Mansfield Auto Ltd., Sutton 2587. (C3001)

**1947** Citroen Light 15 saloon, exceptional condition.—£595.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. (C1027)

**1949** (December) Light 15 pale green saloon, in outstanding condition, sliding roof and many extras; £790.—Godard, St. Knights Church, 4999. (C1054)

**£250**—1938 Citroen Light 15 full 7-seater saloon, smart car with terrific performance for modest outlay.—Bry Motor, 180-184, West End Lane, N.W.2. Hamstead 6490. (C1064)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE.

## CITROEN

**1949** Citroen Light 15 saloon, one owner: £575.—  
E. P. 2 Motors, Kingston By-Pass, Essex. Tel.  
Emberbrook 3000. (C2004)

**1940** Citroen de luxe 12.8 saloon: £350 o.n.o. or  
exchange post-war 10hp saloon with cash  
adjustment.—Box 4001. (15126)

**JOHN S. TRUSCOTT, Ltd.**, usually have the best ex-  
amples available, pressed stock includes a 1952  
saloon at £595; and a 1951 15hp at £750; both first-  
class examples of many others.  
EXCHANGES, deferred terms.

**SKILLED CITROEN SERVICE.**

**173.** Westbourne Grove, W.11. Bar. 4274. (C4035)

**£499!!!** Citroen 15hp de luxe saloon, 1947 series  
"but literally looks and runs like brand new;  
don't miss this bargain; 5 months' guarantee; hire pur-  
chase, exchanges.

**L. AMBS, Finchley Showrooms**, 421, High Rd., Finch-  
ley, N.12. Fin. 6221. (C2056)

**1947** Citroen, one owner, new engine, gear box  
reconditioned transmission, sliding roof,  
black: £475 for quick sale.—W. C. Knowles & Co.,  
2-6, Lark St., Bolton. (15458)

**CITROEN Roadster 1938** Light 15, extremely attractive  
car with excellent performance, 20mph, genuine 20-  
mph, mechanically perfect, resprayed, new hood, trans-  
mission, etc., renewed, spares easily obtainable;  
£350.—Watford 7457 or 7152. (15008)

## Citroen Cars Wanted

**CITROEN** cars wanted for cash.—The Hindhead Motor  
Works, Ltd., Tel. Hindhead 663. (11853)

**LOW-MILEAGE** Citroen or similar required now—54,  
Barnham Hill, S.W.2. Tulse Hill 5485. (10946)

**EXCEPTIONALLY** high prices paid for Citroens in  
good condition.—Mayfair 0131 or Harrow 4646.

**RICHARDS & CARR** buy post-war and good pre-war  
Citroens—39, Kinnerton St., Wilton Place, London,  
S.W.1. Sloane 5424. (15045)

**JOHN S. TRUSCOTT, Ltd.**, are consistently good  
buyers of really well-kept Citroens—175, West-  
bourne Grove, W.11. Bayswater 4274. (W4035)

## Citroen Spares and Service

**BAILES** or Croydon.—Distributors and specialists for  
over 25 years, repairs, overhauls and spares.—Tel.  
Croydon 5121-2. (10167/R)

**THE HEADLINE MOTOR & ENG. CO., Ltd.**, 8,  
Oxley Rd., Leeds, 6. Tel. 52627-8.

**THE CITROEN SPECIALISTS**, all spares stocked; immediate  
exchange drive shafts, gear boxes, steering units,  
etc. (1061/R)

**WIDOMORE GARAGES, Ltd.**, Putney Rd., Bath  
4853.—Citroen parts, reconditioned drive, trains  
48-hr. service. (17149)

**SHRIMPSON'S MOTORS, Ltd.**, London Distributors.  
Head office and showrooms.—242-244, Brompton Rd.,  
S.W.1. Kensington 9467-2. (10727/R)

**SPARES and Service**—47, Montrose Place, Halkin St.,  
Hyde Park Corner, S.W.1. Tel. Sloane 5490. (10727/R)

**WOODFORD CAR MART**, Essex distributors for  
Citroen cars, sale, service and reconditioning—  
Woodford New Rd., Woodford Green, Essex. Buckhurst  
0017. (10200/R)

**CITROEN**—We are distributors for N.W. Kent and  
specialise in reconditioning these cars: front drive  
assemblies fitted from stock.—Barnhurst Garage, Ltd.,  
Barnhurst 725. (10746/R)

**BOWES ROAD GARAGE & ENGINEERING CO., Ltd.**,  
Bowes Rd., N.11 (Bow 2294), specialists on Citroen  
body repairs and mechanical overhauls, swivel joints  
reconditioned 48-hr. all spares stocked. (10265/R)

## DAIMLER

**B. J. HUNTER, Ltd.**, offer:—

**1948** Daimler 2½-litre saloon de luxe, chauffeur  
driven, meticulously maintained. £575.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway,  
N.W.2. Tel. Gladstone 6305. (C2040)

**GUY SALMON AUTOMOBILES** offer:—

**1951** Daimler Consort, 15,000 miles, fitted radio and  
heater, air conditioning, 12,000 miles. £1,500.  
owner: £1,350.—Portsmouth Rd., Thames Ditton,  
Emberbrook 5551-2-3. (C4001)

**STRATSTONE, Ltd.**, Daimler distributors.

**DAIMLER 2½-litre Consort saloon (1951)**, black with  
red leather, immaculate condition: £1,500.

**DAIMLER 2½-litre saloon (1950)**, black with brown  
leather, heater and demister, 17,000 miles only:  
£1,350.

**DAIMLER 2½-litre coupe (1948)**, black with brown  
leather, immaculate condition: £1,195.

**STRATSTONE, Ltd.**, 40, Berkeley St., W.1 (Mayfair 4404).  
Service: Herbrand St., Russell Sq., W.C.1.  
(Terminus) 7452. (C2062)

**1939** Daimler 2½-litre sunshine saloon, nearest  
£325.—Moore House, 53, Hyde Park Gate  
Weston 8910. (C4058)

## DAIMLER

**CHARLES POLLETT, Ltd.**, sole distributors Les-  
tina, London and Home Counties, offer:

**1950** (August) Daimler 2½, overdrive, special sports  
dissembled coupe, twin carburettor engine,  
black leather, heater, serviced and guaranteed;  
£1,750 (list price £2,762).

**18.** Berkeley St., W.1, Mayfair 6268.

**OFFICIAL** Les-Paris Service Station, Barnsdale  
Yard, off Egin Ave., W.9. Cunningham 5256.

**1939** Daimler 2½-litre saloon, finished in grey, £550.  
**BREW BROTHERS, Ltd.**, 133, Old Brompton Rd.,  
E.W.7. Kensington 2469. (15521)

**A NEW** 2½-litre Daimler Consort for immediate deliv-  
ery, excellent condition, £595.—  
**WADHAM BROS., Ltd.**, Automobile House, Banister  
Rd., Southampton. Tel. 2991/5. (14468)

**1950** Daimler 2½-litre drop head coupe with Barker  
body, finished in dual tone grey with black  
leather: £925.

**A. SAUNDERS, Ltd.**, Austin House, Castle St.,  
H. Worcester. Tel. 2368. (C4005)

**£325**—1938 Daimler Light 15 4-door 6-light de  
luxe saloon, black, brown hide, very clean  
condition.—Bolton. (15008)

**£125**—1953 Daimler 25hp 7-seater limousine, in out-  
standing condition throughout, runs ex-  
tremely well, so does coachwork, everything works.  
Below.

**£445**—1938 Daimler Light 15 4-light sports saloon,  
cream, red leather, genuine mileage believed  
40,000, absolutely immaculate, runs faultlessly; the con-  
dition of this car must be seen to be truly appreciated.  
Bray Motors, 180-184, West End Lane, N.W.6. Hamp-  
stead 6490. (C1024)

**1935** Daimler LQS 20hp limousine, 7-seater, parti-  
tion, excellent condition, £395—12, 14777  
Mews, W.1. Lancham 1991.

**1950** Daimler special sports coupe, 13,000 miles,  
new hood, beautiful condition: £1,565.—Tay-  
lor & Crawley, 10, Kensington Court, W.8. Western  
6015. (C2065)

**1936** Daimler 20hp saloon, wonderful condition, blue  
and black, fully guaranteed: £185.—Silver-  
thorne Motors, Ltd., 1015 Finchley Rd., N.W.11.  
Midway 2238. (C4011)

**1951** Straight 8 sweep-tail Barker limousine,  
dices, new battery, superb interior, wide occasional, Ace  
Coachwork, 1937 registration, also another identi-  
cal car, but 1937 interior. (W4035)

**ATTMUSE**, Daimler Specialist, 81, Clapham Rd.,  
S.W.9.5. Reliance 1647. (12261)

**£495!!!** Magnificent and spotless Daimler 17hp de  
luxe saloon, independent suspension model and  
forward motion radiator, the vehicle like like  
post-war model worth £1,000, in outstanding condi-  
tion, also choice under special sports saloon: 3  
months' guarantee; hire purchase, exchanges.

**L. AMBS, Finchley Showrooms**, 421, High Rd., Finch-  
ley, N.12. Fin. 6221. (C2056)

**LIMOUSINE 1938** 24hp, partition, black, widest occa-  
sional, superb condition, private. £270.

**LIMOUSINE**, modern 32hp, Straight-8, Hooper  
Coachwork, partition, black, occasional, immacu-  
late condition, black. £385. Alpe & Saunders, Providence  
Court, North Audley St., Mayfair-2941. (C1006)

## Daimler Cars Wanted

**CAMDEN MOTORS** urgently require 1950/51 Daimler  
Consort saloon, particulars and price required to  
**CAMDEN MOTORS, Ltd.**, Lake St., Leighton Buzzard,  
Beds. Tel. 2041 (5 lines). (W1035)

**ROWLAND SMITH'S**, the Daimler buyers.—Hamp-  
stead High St. (Hampstead Tube) Ham. 6041.  
Edwards, 200, Gt. Portland St., W.1. Lancham  
0012. (10200/R)

**XXX** Cash immediately for good Daimler—H. P.  
Edwards, 200, Gt. Portland St., W.1. Lancham  
0012. (10200/R)

**C. A. PETO, Ltd.**, 42, North Audley St., W.1, urgently  
require post-war small mileage Daimler cars in  
first-class condition.—May. 3051. (W3043)

## Daimler Spares and Service

**DAIMLER** and Lanchester specialists.—Debam  
Motors, 17, Atherstone Mews, S.W.7. Western  
4541. (C2066)

**A RCOT ENGINEERING, Ltd.**—Preslector gear boxes,  
A exchanges and repairs.—169, Fulham Rd., S.W.3.  
Kensington 7501. (10236/R)

**DAIMLER** and Lanchester spares.—Large stock of  
spares for most models; specialists in spare unit  
gaskets, etc. for the Daimler service valve series—  
Allens, Victoria Rise, Clapham, S.W.4. Macanley 4199  
and 6252-3. (10460/R)

## Deluxe Spares and Service

**SELBORNE (MAYFAIR), Ltd.**, Delux world con-  
cessionaire.—Rapid engine and body repairs; parts  
supplied.—82, Park St., W.1. (10539/R)

## DELAHAYE

**1949** Delahaye fourours drop head coupe by Pen-  
nock, 19356, coupe with Coral gear box  
recorded mileage 18,000 kiles; this car must be one of  
the finest Delahayes in the country and is finished in  
French blue cellulose with many expensive extras.

**METCALFE & MUNDY**, 280, Old Brompton Rd.,  
S.W.5. Frenamley 5471. (C3064)

## Delahaye Spares and Service

**SELBORNE (MAYFAIR), Ltd.**, Delahaye world con-  
cessionaire.—Rapid engine and body repairs; parts  
supplied.—82, Park St., W.1. (10539/R)

## DELLAW

**GORDON GARAGE (DELLAW), Ltd.**, Dellaw distri-  
butors for London and South-Eastern counties; new  
and used Dellaw cars available for immediate delivery  
from 15-15, East Dulwich Rd., London, S.E.22. New Cross  
2456. (10610/R)

## D.K.W.

**B. & M. GARAGES, Ltd.**, for super reconditioned  
D.K.W. cars and guaranteed spares; brand new  
crankshafts, sleeved cylinder blocks; both items on ex-  
change basis plus parking, etc. repairs and overhauls  
our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's  
St. W.2. Paddington 6577. (1016/R)

## D.K.W. Spares and Service

**NEW** big-engines and mains fitted to D.K.W. crankshafts.  
**C. F. SMITH & Co.**, 83-85, St. John's Hill, Clapham  
Junction, S.W.1. Tel. 6071. (1066/R)

## Dodge Cars Wanted

**7-SEATERS** private 1935/39 limousines required, cash  
waiting, Alpe & Saunders, Providence Court, North  
Audley Street, Mayfair-2941. (W1035)

## Dodge Spares and Service

**DODGE** specialists, repairs, spares, exchange engines,  
Church Road Engineering Co., Ltd., Dodge Dis-  
tributors, Radcliff, Essex. Tel. 56474, 57127. (10162/R)

**DODGE** specialists, repairs, spares, exchange engine  
service.—L. A. Mitchell (Motors), Ltd., 1, Balham  
High Rd., London S.W.12. Tel. Balham 2234. (10562/R)

## DICKS

**1938** Fiat 500 coupe, fitted reconditioned engine,  
bills here: £195.

**DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kibbourn,  
Leeds. Tel. 41972. (C1072)

## FIAT

**FOR** Fiat enthusiasts.

**CLAIRMONT BRQ.**, Ltd., always have a stock of at  
least ten completely reconditioned, used Fiat 500  
from £250 to £450.—Shanklin Rd., London, N.8. Mount-  
view 5263. (10162/R)

**!!** Chipped Motors, Ltd.—See our advertisements  
under "Sports Cars." (C1046)

**500** model, 1935-2-sts.; choice of three cars  
& Nichol, Ltd., Derwent 1122. (C2013)

**1939** 1100 sunshine saloon, fitted upholstery,  
beautiful condition, taxed: £325.—Bayswater  
1644. (14658)

**£200**—Fiat 1500, 1937, fine condition generally—  
80, Brighton Rd., Banstead, Surrey, Burch  
Heath 1530. (15029)

**1938** Fiat 500 fixed head coupe, very good con-  
dition, two new spare tyres: £250.—H. E.  
Fritchard & Son, Kidderminster. (14837)

**£245**—1938 Fiat 500 convertible coupe, new engine  
now being fitted.—Bray Motors, 180-184,  
West End Lane, N.W.6. Hampstead 6490. (C1064)

**1939** 1500 saloon, excellent condition, £110 over-  
haul, snip: £335.—S. & S. Motors, 165a,  
Westbourne Grove, W.11. Bayswater 1644. (14625)

**1939** (Sept.) Fiat 500, fixed head, genuine 25,000  
miles, superb condition, original finish inside  
and out, one enthusiastic owner: £375, o.n.o.—Te.  
Haves 3225. (14962)

**295** gns.—Fiat 500, late 1938, 4-door pillarless saloon,  
black, fern leather, overcast tyres, carefully  
used, excellent condition; terms, exchanges.—Rowland  
Smith, below.

**225** gns.—Fiat 500, 1939 convertible coupe, maroon,  
new engine, excellent condition; terms, ex-  
changes.—Rowland Smith, below.

**195** gns.—Fiat 500, 1939 convertible coupe, grey, red  
leather, good tyres, excellent condition; taxed;  
terms, exchanges.—Rowland Smith, below.

**165** gns.—Fiat 500, 1937 convertible coupe, gunmetal,  
red leather, excellent condition; taxed; terms,  
exchanges; list, open 9-7 weeks.—Rowland Smith,  
Rowland Smith, Hampstead (Hampstead Tube), Hamp-  
stead 0041. (C4041)

**MAYFAIR GARAGES, Ltd.**, are pleased to announce  
considerable reductions in list price at their large  
stock of used Fiat cars, with quality and guarantee  
maintained.—Below.

**MAYFAIR GARAGES, Ltd.**—1937 500 convertible  
car with excellent performance: £1,750.

**MAYFAIR GARAGES, Ltd.**—1938 model 500 de luxe  
convertible coupe, red roof, new engine, new  
enclosed spare wheel, smart car with outstanding road  
performance: £1,150.—Below.

**MAYFAIR GARAGES, Ltd.**—July, 1947 (reg. 1950)  
500 de luxe convertible coupe, Fiat green with  
cream wheels and leather upholstery, left-hand drive,  
reconditioned engine, bumpers, spotlight, smart car,  
in excellent condition throughout, three months' guaran-  
tee: £385.—Below.

**MAYFAIR GARAGES, Ltd.**, stock line of recondi-  
tioned second series 500 coupes, in any colour  
scheme, now reduced from £445 to £350, with three  
months' guarantee.—Below.

**MAYFAIR GARAGES, Ltd.**—1940 (reg. 1950) 1500  
special Castagna drop head fourours coupe, left-hand  
drive, post-war type front and wheels, recollu-  
sioned duo wire and black with soft brown leather up-  
holstery, reconditioned engine, extremely smart,  
modern Continental-looking car, with outstanding  
road performance; three months' guarantee: £325.—  
Below.

**MAYFAIR GARAGES, Ltd.**, offer to rectify any  
faults disclosed in an A.A./H.A.C. report free of  
charge.—Below.

**MAYFAIR GARAGES, Ltd.**, Fiat Sales and Service,  
W.1. Balderston St. (opp. Selfridges clock), Mayfair,  
W.1. Mayfair 3101. Open 9-6. Bais. 9-12. (C3009)

**C. V. RUSHMER**, the Fiat Specialist, offers the famous  
C 1400 saloon 1951 model, excellent condition, out-  
standing performance, rebuilt 500 2- and 4-seaters,  
guaranteed.—39, Hyde Park W.1. Tel. 5737. (C3061)

**Rowland Smith's**

**ROWLAND SMITH'S**, the Fiat buyers.—Hampstead  
High St. (Hampstead Tube) Ham. 6041. (10933/R)

**MAYFAIR GARAGES, Ltd.**—Particularly good cash  
buyers of all models Fiat, because we sell more  
Fiat cars than any firm in the country, telephone  
write for buyer to call.—Mayfair Garages, Ltd., Bal-  
derston St. (opp. Selfridges clock), Mayfair, W.1. Mayfair  
3104/5. (10636/R)

**Fiat Spares and Service**

**FIAT (ENGLAND), Ltd.**, Water Rd., Wembley, sole  
licensees for the United Kingdom of genuine Fiat  
spares and service.—Tel. Feriavale 5651.  
"Grams" Fiat, Wembley. (10009/R)

**FIAT** 500cc genuine Fiat spares, reconditioned engines,  
gear boxes, spare parts, genuine timing chains, etc.  
guaranteed repairs.—S. & S. Motors, 165a, Westbourne  
Grove, W.11. Tel. Bais. 1644. (10136/R)



# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Flat Spares and Service**  
**B.D.J. (ENGLAND)**, Ltd. offer exchange engines fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts; 85, Lowlands Rd. Harrow, Byson 6028. (C052) R  
**MAFFAIRS GARAGE**, Ltd. Flat restorations, sales and repairs by skilled British and Italian mechanics; model 500 service/exchange assemblies, body-trims and accessories stocked. —Mayfair Garage, Ltd., Briderton St. (opp. Selfridge's clock), W.1. Tel. May. 3104-5. Open 9-6; Sat. 9-12. (C053) R

**FORD (8 h.p.)**  
**W. HAROLD PERRY, Ltd.** Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.  
**1950** Ford 8hp Anglia saloon, colour green, 11,000 miles only, genuine car. £495.  
**1949** Ford 8hp Anglia saloon, colour black, carefully maintained car in first-class condition, one owner. £485.  
**THESE** cars are available for demonstration anywhere any time; hire purchase terms can be arranged.  
**W. HAROLD PERRY, Ltd.** Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (C054) R

**DICKS**  
**1946** Ford 8 saloon, recently fitted reconditioned engine.  
**DICKS CAR SALES, Ltd.** 335-401, High Rd., Kilburn, Maida Vale 6980-9. (C0172)  
**PERRY'S OF HARROW**  
**HAVE** an excellent selection of post-war 8hp saloons available.  
**PHONE HARROW 4282** for details.  
**W. HAROLD PERRY, Ltd.** High Rd., Harrow Weald Middx. (Opp. Bus Depot). (C059) R

**HENLYS, Ltd.** offer:—  
**1950** Anglia, first registered January 1951; black with red leather, one owner, specially prepared for the winter, fitted with 10hp engine, an unusual opportunity to purchase one of these models in immaculate condition; price £395; usual guarantee and 7 days' free trial; full list available by return. —Bus. 4444. (C015)  
**1939** Ford 8 saloon, nice condition; £235.  
**1938** Ford 8 saloon, nice condition; £230.  
**1937** Ford 8 saloon, one owner; £160.  
**1934** Ford 8 saloon, fitted new engine; £99.  
**JACK WILLIAMS MOTORS, Ltd.** 109, Priory Rd., Harrow, Mountview 5226 and 5774. (C0054)

**W. J. BROWN, Ltd.** Used Ford Specialists.  
**1939** (March) Ford 8 saloon, black, blue rexine upholstery, 1949 condition; £425.  
**W. J. BROWN, Ltd.** Ford Specialists,  
**339** Finchley Rd., N.W.5. Hampstead 4414. (C1025)  
**1949** Ford 8 saloon, green, brown leather, as new; £395.  
**DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield, Tel. Enfield 5150.** (C1075)  
**PRIDE & CLARKE, Ltd.**—1950 Ford Anglia saloon, green, brown leather, one owner; £425.  
**THREE** months' guarantee; terms, exchanges, lists—Stockwell Rd., W.3. Brixton 6251. (C040)

**£395**—Ford Anglia, late 1939 saloon, one owner, good tyres, excellent mechanically; choice of many others.  
**BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11, Park 5066-7, (50 yds. Holland Park Tube), Exchanges, h.p.** (C1017)  
**1952** Ford Anglia, new condition throughout, 5,000 miles, offered at control price; B.M.T.A. permission.  
**ERIC HAYES, Ltd.** 15, Bishops Bridge Road, Paddington, W.2. (C0016)  
**1949** (Sept.) Anglia, black, only 4,500 mileage, unmarked; £425.—Leish on Sea 78957. (C076)  
**1950** Anglia, one owner, black, 10,000 miles.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.3. Tel. Hill 4468. (C0016)  
**1936** Ford 8, new engine, gear box, back axle, excellent condition; £190.—31, Northway, Morden, Surrey. (C0474)

**1949** Ford Anglia, excellent condition; £395.—Wembley Court Motors, High Rd., Wembley Wembley 5767-8. (C0450)  
**1949** Ford Anglia, £375, good order throughout.—W. T. Dunn, Ltd., 307, Euston Rd., N.W.1. Tel. Euston 3105. (C0451)  
**1951** Ford Anglia, 6,500 miles only, immaculate condition.—Apply Hillfords, Steel & Tool Co., Sheffield, Tel. 43036. (C0496)  
**A. NOLIA, July, 1950, 8,000 miles, Windsores, corner, A. post 6375, balance, new Minor.—Junior, 12 Grayshott Rd., S.W.11. (C0493)**

**1949** (July) Ford Anglia saloon, black/green leather, one owner, new engine, low mileage, in every way 100%; £200.  
**H. A. SAUNDERS, Ltd.** 326-330, Euston Rd., N.W.1. Tel. Euston 4511. (C0491)  
**1950** Ford Anglia, genuinely like new; £425.—1950 Smith & Hunter, Ltd., 278, Kensington High St., London, W.14. Tel. Western 2312. (C0419)

**395** ex.—Ford Anglia, late 1949 saloon, black, one owner, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below:—  
**325** ex.—Ford Anglia, 1947 saloon, black, one owner, excellent condition; taxed; choice of 3 Anglias; terms, exchanges.—Rowland Smith, below:—  
**195** ex.—Ford 8, late 1939, de luxe saloon, dark blue, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C0418)

**FORD (8 h.p.)**  
**1949** Ford 8 saloon, unusually fine condition; £460.—Halls (Finchley), Ltd., Odium Parade, North Finchley, London, N.12. Tel. Hillside 2044. (C0507)  
**£279**—1946-7 Ford Anglia, excellent condition, any trial.—G. P. (Baltham), Ltd., 26, Baltham Hill S.W.12 (100 yds. Clapham South Tube). Batt. 1107-3-9. (C0508)  
**6000** miles.—1950 Anglia, colour black, exceptional condition.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3568. (C1027)

**1938** Ford 8, reconditioned engine, rear axle, over 100,000 miles, starting overhauled, new head lining, loose covers; £230.—Ladbroke 1131 (business hours). (C0779) R  
**TANKARD & SMITH, Ltd.** offer: 1949 Ford Anglia, black, red upholstery, one careful owner, immaculate extras; £385.—97, Fencham Rd., London, S.E.15. Tel. Rodney 2051. (C0425)  
**A. RUTH & CO., Ltd.** 230-232, Regent St., W.1. A and 6-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. (C0573) R

**1947** Anglia saloon, black, 15,000 miles, in practically new condition, taxed, only £375.—Claude Burroughs & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith, W.6. (C0504)  
**1950** Anglia 8hp, brown, brown leather, very nice condition; £450.—Makin & Harrison (Motors), Ltd., 429-6, Chiswick High Rd., London, W.4. Tel. Chiswick 0456 and 2619. Open 8.30 a.m. to 6.0 p.m. except Thursday 10 a.m. (C0598)  
**Ford Eight Cars Wanted**

**C**  
**M**  
**THE CAR MART, Ltd.** wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1, Euston 1212. (C1072) R  
**ROWLAND SMITHS**  
**ROWLAND SMITHS, The Ford buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. (C0584) R**  
**FORD** is required, would offer in exchange Rolls-Royce private hire car, present day value about £550; 3 car and all income; suggestions invited.—Box 5757, 14254

**FORD (10 h.p.)**  
**HAROLD PERRY, Ltd.** Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.  
**1951** Ford 10hp Prefect saloon, black, beige leather, loose covers and spotlamp, genuine 12,000 miles; one owner; £625.  
**1950** Ford 10hp Prefect saloon, colour black, leather upholstery, 9,000 miles, spotless car, one owner; £615.  
**THESE** cars are available for demonstrations anywhere, any time; hire purchase terms can be arranged.  
**W. HAROLD PERRY, Ltd.** Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (C0548) R

**CAR MART, Ltd.**  
**1952** Ford Prefect saloon, B.M.T.A. Con., 6,000 miles; £625.  
**1950** Ford Prefect saloon, 12,000 miles; £545.—Car Mart, Ltd., 320, Euston Rd., N.W.1. (C1039)  
**PERRY'S OF HARROW**  
**HAVE** an excellent selection of post-war 10hp saloons available.  
**PHONE HARROW 4282** for details.  
**W. HAROLD PERRY, Ltd.** High Rd., Harrow Weald Middx (Opp. Bus Depot). (C1010) R

**ELITE MOTORS offer:—**  
**1950** Ford Prefect 4-door saloon, black with green leather interior, one owner, immaculate throughout; £609.  
**1947** Ford Prefect, black/red leather, two owners, well above average, excellent coswork and interior; £395.  
**ELITE MOTORS, 951-961, Jarratt Lane, Tooting C. Broadway, Tel. Baltham 2474, seven lines. (C0205)**

**H. A. SAUNDERS, Ltd.** offer:—  
**1950** Ford Prefect saloon, black with red upholstery, first, recorded mileage 2,000; £625.  
**836**—842, High Rd., N.12. Hillside 0024. (C0207)  
**C.M.I. CAR SALES (Pri. 6623) offer:—**  
**1950** Ford Prefect, leather, one owner, taxed, immaculate; £500.  
**1949** Ford Prefect 4-door saloon, black, green leather upholstery, one owner, excellent condition; 3 months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

**D. J. SHEPHERD & Co. (ENFIELD), Ltd.**  
**1949** Ford Prefect 4-door saloon, leather upholstery, small mileage, one owner, showroom condition; £450.—D. J. Shepherd & Co. (Enfield), Ltd., 43, Hertford Rd., Enfield, Howard 1631. (C0409)  
**ALLAN TAYLOR MOTORS, Ltd.** offer:—  
**1949** (May) Ford Prefect, black, cloth, loose covers; £475.  
**HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). 17395**

**W. J. BROWN, Ltd.** Used Ford Specialists.  
**1949** Ford Prefect saloon, black, brown leather upholstery, one owner; £495.  
**W. J. BROWN, Ltd.** Ford Specialists,  
**339** Finchley Rd., N.W.3. Hampstead 4414. (C1025)  
**1948** Ford Prefect saloon, one owner, excellent condition 5 months' guarantee; £375.  
**C. & W. MOTORS, Ltd.** Queen's Head Garage, East End Rd., N.3. Finchley 6256 (5 lines). (C1081)

**FORD (10 h.p.)**  
**COOMBS & SONS (GUILDFORD), Ltd.** offer:—  
**1949** Ford Prefect, £500.  
**COOMBS & SONS (GUILDFORD), Ltd.** Portsmouth Rd., Guildford, Guildford 62907/8/9. (C1057)

**1946** Ford Prefect, £350.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2254. (C0565)  
**PRIDE & CLARKE, Ltd.**—1950-1 Ford Prefect saloon, beige, brown leather, 17,000 miles; £499.  
**1949** Ford Prefect saloon, black/brown leather, low mileage, loose covers; £450.  
**THREE** months' guarantee, terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. (C019)

**£180** o.n.o. for new hood with excellent 1936 lower bench.—Weybridge 852. (C017)  
**£195**—1939 Ford 10 Prefect 4-door, nice condition; terms.—Autopics, 5, Baltham High Rd., Baltham 1509. (C1009)  
**£350** (11)—1949 Prefect saloon, black, brown leather, lower bench.—Vandervell, 215, Haverstock Hill, N.W.3. (C0037)  
**£265**—Ford Prefect 1939 2-dr. sin., a really excellent car mechanically, original cellulose, good tyres throughout; many others.

**BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11, Park 5066-7, (50 yds. Holland Park Tube), Exchanges, h.p.**  
**1949** Ford Prefect saloon, fawn, with leather upholstery, one owner, guaranteed 17,000 miles; 3 months' guarantee; £475.—Below:—  
**1947** Ford Prefect saloon, one owner, excellent condition; 3 months' guarantee; £375.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (C0404)

**£268**—1939 Ford Prefect, new drop head (wind-up windows), perfect condition.—Pro. 1250, 104 St. Leonard's Rd., S.W.14. (C048)  
**1949** Ford Prefect 4-door, leather upholstery, first-class condition, one owner; £450.—43, Kinnear Rd., Hornham, Tel. 223. (C0498)

**£399** (11) Magnificent 1946 Ford Prefect 10hp 4-door saloon, choice of 3 owners, 3 months' guarantee, hire purchase, exchanges.  
**ASDA Finchley Showrooms, 481, High Rd., Finchley, N.12. Tel. 6221. (C0254)**  
**1949** (November) Ford Prefect, black, in cloth, with covers, many extras, excellent condition throughout; £475.—Haskins, Ladbroke 1155. (C0207)

**1948** (September) Ford Prefect 4-door saloon, finished in green, 23,000 miles, loose covers, spotlamp, reversing lights, very good condition.  
**S.H.A.V. MOTORS, Ltd.** 429-6, Chiswick High Rd., London, S.W.17. Wm. 3031-2. (C0408)  
**1950** Ford Prefect saloon, black, grey cloth, heater, Continental steering, one owner; £425.  
**Very** by appointment.—Elmhurst 2311. (C0471)

**1950** Ford Prefect saloon, black, low mileage.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3568. (C1027)  
**1939** Ford Prefect 4-door saloon, reconditioned throughout, preserved in perfect condition, £350.—King's Motors, 1, High St., Hounslow, Tel. 5523. (C0449)  
**ARTHUR B. GOULD, Ltd.** 230-232, Regent St., W.1. A and 6-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. (C0573) R

**FORD Prefect, June 1949, £485; Anglia 1949, £395; both one-owner cars, both fitted extra, exceptional throughout.—Station Garage, Bush Hill, W.14. Tel. 2062. (C0408)**  
**1946** Ford Prefect, black saloon with leather upholstery, mileage 55,000, recently throughout overhauled; price £365.—Apply, Stott, 11, Grange Rd., Shrewsbury. (C0432)

**475** ex.—Ford Prefect, December 1949 saloon, black, fawn leather, one careful owner, good tyres, exceptional condition; terms, exchanges.—Rowland Smith, below:—  
**365** ex.—Ford Prefect 1948 saloon, black, radio, one owner, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below:—  
**245** ex.—Ford Prefect 1939 saloon, black, excellent condition, taxed, choice of 3 Prefects; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C0416)

**1949** Ford Prefect new type body, new engine, late 1951, one owner, regularly serviced, garage bills available, excellent condition, seen Northampton, NAYLOR, or offer.—Box 3982. (C0498)  
**525** ex.—Ford Prefect, one owner, excellent condition, new tyres, £395; six months' guarantee; 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C0302)

**FOR** sale, Ford 10 Prefect saloon, hide upholstery with correct, new reconditioned major and tyre, fitted December 1946, only 2 careful owners; £395.—The Coventry Victor Motor Co., Ltd., Coventry. (C0456)  
**£525**—Ford Prefect, June 1949, black, leather, one owner, 22,000 miles, only extremely good; exchanges, deferred terms.—Starnes Motors, 105, Cricklewood Broadway, N.W.2. Gladstone 2480. (C0478)

**1950** Ford Prefect, colour beige, speedometer, reading 6,000 miles, new condition throughout; £585.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 5155. (C0014)  
**£369**—1947 Ford Prefect 10hp 4-door saloon, black, brown leather upholstery, one owner, since new, clean smart appearance, nice runner with all good tyres, absolute bargain; terms, exchanges.—Taylors Motors of East Ham, Grangeview 250/5634. (C0403)

**1950** (November) Ford Prefect, green, 1,500 miles only, Delaney heater, radio, brown leather, new condition throughout; £275.—30, St. Margaret's (Motors), Ltd., 429-6 Chiswick High Rd., London, W.4. Tel. Chiswick 0556 and 2619. Open 8.30 a.m. to 6.0 p.m. except Thursday 1.0 p.m. (C0502)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD (10 h.p.)

**XXX** Quite exceptional Ford Prefect saloon (December, 1949), black silver wheels, brown leather, radio and for lamp, one ownership, appearance indistinguishable new, thoroughly recommended, written guarantee, £500; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.I. Langham 6012. (C5003)

## Ford Ten Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.I. Grosvenor 3434, 10174/R

**R**OWLAND SMITH'S, the Ford buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. 10935/R

**M**ARSTON MOTOR CO., Ltd., for your Ford 10.—Tel. 814, 8000, Seven Sisters Rd., Tottenham, N.15. 10779/R

**1949** 1950 Ford Prefect saloon wanted for cash.—C. St. Clair, Chestnut Close, Amersham, Bucks. (W1003)

## FORD ZEPHYR

**1951** Zephyr, radio, heater and many other attractive extras, one owner almost as new, B.M.T.A. consent.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tel. 3561-2-3. (C5016)

**1951** (Aug.) Ford Zephyr full de luxe saloon, fitted radio and heater, loose seat covers and chain mats since new, genuine low mileage, remaining portion of company to be signed.—H. & Myers, Ltd., Regent St., Leeds, 2. Tel. 3261-2-3. (4916)

## FORD CONSUL

**W**HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**1951** Ford Consul saloon, colour opal, leather upholstery, fitted heater, 13,000 miles, one owner, genuine car. B.M.T.A. consent. £750. (C5018)

**1951** Ford Consul saloon, opal, V.C., radio, heater, spotlamps, covers, 21,000 miles, carefully maintained car in first class condition throughout, one owner. B.M.T.A. consent. £675. (C5019)

**T**HESSE cars are available for demonstration anywhere, any time, hire purchase terms can be arranged.

**W**HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (C5042)

**C**AR MART, Ltd.

**1952** Ford Consul, B.M.T.A. Con., 1,000 miles; £775.—Car Mart, Ltd., 150, Park Lane, W.I. Grosvenor 3434. (C1039)

**G**ORDON CARS (LONDON), Ltd., for Fords.

**1951** Consul saloon, l.h.d.; £745.

**G**ORDON HOUSE 373, Euston Rd., N.W.1. Eus. 6611. (C2023)

**1951** Consul low mileage, leather, radio, heater, subject B.M.T.A. permission; £725.—Clinton, 55, Brookvale Ave., Binley, Coventry. (5063)

## FORD (V.8)

**W**HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**1949** Ford Pilot saloon, black leather, heater, radio, covers, link, twin spotlamps, nicely maintained car, one owner; £550.

**T**HIS car is available for demonstration anywhere, any time, hire purchase terms can be arranged.

**W**HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (C5042)

**C**AR MART, Ltd.

**1949** Ford Pilot saloon, guaranteed; £495.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)

**S**IMPSON'S offer:—

**1951** Ford Customs.—Simpson's Motors (Wembley), Ltd. (American Car Specialists). Wembley 8691/3903. (C4015)

**J**ACK ROSE, Ltd., offer:—

**1950** Ford Pilot de luxe, radio and heater, colour black, brown hide, many extras, one owner, accept £435.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallington 6677-R. (C-3056)

**C**HARLES POLLETT, Ltd., offer:—

**1949** Ford Pilot sal., dark blue, blue leather, radio & heater, exceptional condition, guaranteed; offered at £575.

**18** Berkeley St., W.I. Mayfair 6266.

**O**FFICIAL Lea-Francis Service Station—Barnsdale Yard, off Egin Ave., W.9. Cunningham 5936. (C5010)

**C**OOMBS & SONS (GUILDFORD), Ltd., offer:—

**1949** Ford Pilot, £525.

**C**OOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)

**P**ILOT green saloon, 15,000 miles, radio, heater, excellent condition; £500.—Box 3897. (4499)

**1951** Ford Pilot saloon, finished in blue with blue leather, fitted radio and heater; £635.

**B**REW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. (5277)

**1948** Ford V.8 de luxe saloon, radio, heater, taxed, l.h.d.; £695.—Frank Dale, Fremantle 3789.

**1946** (October) American Ford V.8 super de luxe convertible, right-hand drive, radio, heater, power hood.

**M**ITCHELL & MUNDY, 280, Old Brompton Rd., S.W.5. Frenchie 5471. (C5064)

**V.8** Pilot saloon, black, heater, under 10,000 miles, what offers?—Thomas, 105, Walter Rd., Walsley. (5721-2). (3447)

## FORD (V.8)

**1938** Ford V.8 de luxe saloon, in very good condition; £150.—Wembley Court Motors, High Rd., Wembley. Wembley 8767-8. (C4050)

**1949** Pilot, black, radio, heater, loose covers; £465.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (C5045)

**1949** Pilot, black, brown leather, extra equipment, in good condition, one owner; £475 or best offer.—Apply Owner, Phoenix House, Prime, Bom, 14691

**£485**—1950 (November) Ford Pilot in black, taxed, heater, radio, low mileage, leather, as new throughout.—L. J. Ferren, 235, Allenby Rd., Southall, Wauxley 4611. (5053)

**1950** Ford Pilot 4-door saloon in brown leather, coachwork black, immaculate; £545.—Collier's Car Sales, Ltd., 232-308, Lanark Rd., W.9. Tel. Maide Vale 5134, 5631-2. (C1055)

**1950** (November) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage; £525.—Wimbley & Co., Ltd., Abbey House, Victoria St., S.W.1. Abbey 6696. (5522)

**1950** Ford Pilot, black, brown leather, radio, heater, 19,000 miles, excellent condition; £495.—Calderhead (Garages), Ltd., 79-81, Fawcett Rd., King's Cross, N.1. Terminus 1001. (5048)

**£395**—1951—Registered 1952 (not ex-W.D.) Ford V.8 Mercury de luxe saloon, 12,121, 10,175/R interior with snap-on covers, steering column change, mouth-vent front, excellent condition, terms and exchanges.—Oliver Auto, 100, Peckham Rye, S.E.15. New 2563. (4899)

## Ford V.8 Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—350, Euston Rd., N.W.1. Euston 1212, 10174/R

**R**OWLAND SMITH'S, the Ford buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. 10936/R

**UTILITY—FORD OR OTHER BODIES**

**1947** Fordson Utilicon Martin Walter.—Autowork, Ltd., Winchester. Tel. Winchester 4834. (C1010)

**295**—Fordson, late 1947, 8hp Martin Walter Utilicon estate car, grey, fold-down rear passenger glass side windows, rear entrance, good tyres, spare unused, excellent condition, taxed, terms, exchanges, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (C4018)

**ROWLAND SMITH'S**, the Ford buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. 10937/R

## FORD MISCELLANEOUS

**FORD 1938** (Dec.) good condition, 4 new tyres; £200; can be viewed Salisbury—Box 3927. (4792)

## Ford Miscellaneous Cars Wanted

**R**OWLAND SMITH'S, the Ford buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. 10938/R

**W**HAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (W202/R)

**F**ORDS wanted.—Smith's, 86 Chalk Farm Rd., N.W.1. Gul. 2767. (10823/R)

**XXX** Cash immediately for good Ford.—H. F. Edwards, 200, Gt. Portland St., W.I. Langham 6012. (W2003)

## Ford Spares and Service

**N**ORMAND, Ltd.

**H**AVE your car serviced by the experts.

**S**ATISFACTION guaranteed.

**N**ORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. (10338)

**F** H PEACOCK, Ltd.

**C**OMPREHENSIVE stock of spares for all Ford and Fordson, Daemham reconditioned engines, 6, 10 and 50hp, always available from stock.

**219**—21, Balham High Rd., S.W.17. Tel. Balham 4501. Also at

**F**ORD Rd., Flockstone 51222. (10406/R)

**A**LLAN TAYLOR (MOTORS), Ltd.

**H**IGH St., Wandsworth S.W.18.

**M**AIN Ford dealers.

**L**ARGE stock of genuine Ford parts.

**V**ANDYKE 4433 (5 lines). (10314/R)

**F**RANK G. GATES, Ltd., High Rd., Woodford Green and Tel. Wanstead 2231, main Ford dealers; service and all spare.

**W**E have one of the biggest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the latest models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors) Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Daemham, Balham 770 (8 lines). And 66, High St., East Ham, E.6. Grangewood 1136. (C3062/R)

## FRAZER NASH

**FRAZER NASH 1953** Shetland Blackbird 14-litre engine in second condition; £150; numerous spares include almost new large Shorrock supercharger installation complete, crankshaft, cylinder head, cone, brake drums.—Kay, 65, Castle St., Luton. (4809)

## Frazer Nash Cars Wanted

**R**OWLAND SMITH'S, the Frazer Nash buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. 10948/R

## FRAZER NASH-B.M.W.

**PERFORMANCE CARS**—Good selection always available; written guarantee.—See under "Sports Cars."

**BARTLETT**—Frazer Nash-B.M.W. 327/80. (C5041/R)

**£695**—Frazer Nash-B.M.W. type 45 4-seater, one owner since new, £175.—27a, Pembroke Villas, W.11. (C1013)

**1938** Type 326 (17hp) 4-seater Cabriolet, black, red leather, £575; also another 326 Cabriolet fitted type 328 engine, £450, and a type 320 Cabriolet, £450.—Frazer Nash Cars, Falcon Motors, London Rd., Luton, Middx. (Hounslow 6011). (C2015)

**175**—Frazer Nash-B.M.W., late 1935, 2-litre Type 55, convertible sports coupe, black, blue leather, very good condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (C1048)

**1937** Frazer Nash-B.M.W. Type 319 d.4 apta. coupe, excellent mech. cond., with engine of outstanding performance and economical running cost, attractively finished in cream cellulose with rich walnutwood; hood in excellent condition, a car that one would be proud to own; £2800.—Carr Bros., 30, Soho Square, Soho Sq., W.1. Cler 6678/9. (4919)

## Frazer Nash-B.M.W. Cars Wanted

**W**ANTED, good 327 or 335.—Hole, 11, Apsey Rd., Clifton, Bristol. (1661)

**B**ARTLETT, the Frazer Nash-B.M.W. Specialists.—27a, Pembroke Villas, W.11. (W1013)

**R**OWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. 10940/R

**327/80** required privately; reasonable price, condition immaterial. £5, Alcester Rd., Birmingham, 13. (3250)

## HEALEY

**B**ROOKLANDS: Healey Distributors, London and Home Counties. 80, the world's fastest 4-seater saloon.

**1952** Healey Tickford saloon, 9,600 miles, maroon.

**1951** Healey 3-litre convertible 3-seater, radio. (W1013)

**1951** Healey Tickford saloon, one owner, maroon.

**1951** Healey Abbott d.h. coupe; many extras.

**1950** Healey 2½-litre 2/4-seater tourer, 6,000 miles.

**1950** Healey Silverstone sports 2-seater, red.

**1949** Healey Silverstone, blue, many extras.

**B**UY or sell your car at

**103** New Bond St., London, W.1. Mayfair 8551-6. (10209)

**1948** Healey streamlined saloon, black with scarlet interior, 25,000 miles, heater and other extras; superb example.

**C**LAKE & SIMPSON 73-79, Cadogan Lane, S.W.1. Sloane 4727. (C1048)

**1951** Healey Tickford saloon, blue, sun roof, heater, one owner from new, excellent condition, 9,000 miles; exchanges welcomed; £1,375.

**H**ARROWEDE MOTORS (BFL.), Ltd., Harrowside, H. Blackpool, Tel. 41157. (4918)

**1950** Healey Abbott d.h. coupe, black, one titled owner, immaculate condition; £1,075.—Sithborne Motors, Ltd., 1913, Finchley Rd., N.10. Meadway 2288. (C4011)

**1951** Healey saloon, perfect condition, 15,000 miles, 30 m.p.g.; offers, or would consider exchange Mar. V.8 saloon or 1952 Jaguar.—Muscatelli, white, Faringdon, Berks. Tel. 2327. (4680)

**1947** (Aug.) saloon, 25,000 miles, excellent mechanical condition, 28mpg, cellulose, chrome, tyres, battery, etc., perfect; £695 or reasonable offer.—O. B. Corlett, West Winds, Monks Way, West Kirby, Cheshire. (4400)

**B**ARTLETT—Healey 1947/48 drop head, recorded mileage 12,000; £695; Healey Silverstone 2-seater, recorded mileage 11,000; £695; Healey 1948 Duncan saloon, heater, radio, etc.; £725.—27a, Pembroke Villas, W.11. (C1013)

**1951** Healey Tickford saloon, polychromatic blue, modified by Tickford to 1952 appearance, fitted Lucas "Flame Thrower" and for lamp heater. Trico windshield washer, reconditioned May, 1952, to ensure matchless after body modification, new tyres, mileage 12,000, in first-class condition; photographs on application; £1,450.—7, Harracrow, Little Hallsbury Park, Bishop's Cleeve, Shropshire. (4603)

## Healey Cars Wanted

**B**ARTLETT, the Healey buyers.—27a, Pembroke Villas, W.11. (W1013)

**R**ICHARDS & CARR buy Healeys.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (W3045)

## HILLMAN 10

**A**GRES offer:—

**1949** (late) Hillman Minx Phase III saloon, finished in black with brown leather upholstery, new tyres, battery, extremely well kept and in magnificent condition throughout; first £575 secure.

**A**GRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2 (Tel. Tulse Hill 1909) and at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4 (Tel. Maccusley 2211-2). (C1006)

**M**ERCURY offer:—

**£285**—1941 Hillman Minx de luxe, 4-door saloon, alpine roof, black, green leather, very clean car.

**T**ERMS, exchanges, etc.

**M**ERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6058/9. (C5013)

**1949** (late) Hillman Minx Mar. III, 14,000, immaculate condition throughout; £595.—Box 5996. (5101)

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**HILLMAN 10**  
**RAYMOND WAY.**  
**RAYMOND WAY of Kilburn.**  
**RAYMOND WAY:** the hire-purchase specialists.  
**1949** Hillman Minx Phase III saloon, original black coachwork in immaculate condition, really nice clean leather upholstery, fitted heater, desirable mileage, one owner: £250s.  
**HIRE** purchase terms on the spot with no reference. No formalities or guarantees; vast exchange on your present motorcar or car; always 200 cars under £400 to choose from.  
**RAYMOND WAY,** Canterbury Rd., Kilburn, N.W.6, Maids Vale 6094, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047]

**HENLYS, Ltd., offer:—**  
**1951** Phase IV Minx saloon, grey with brown leather upholstery; one owner, fitted radio heater, spot lights, loose covers and other accessories, in outstanding condition, works service before being offered for sale; under guarantee and 7 days free trial; B.M.T.A. permission to sell; price £795; full list available by return of post.—Bus. 4444. [4816]

**ELITE MOTORS offer:—**  
**1949** (late) Hillman Minx saloon, black/arrow, choice of two specially selected models, one fitted with heater: £565, £575, £595.  
**ELITE MOTORS** 951-961, Garratt Lane, Tooting Broadway, Tel. 3440, seven lines. [C3005]

**RUSSELL MOTORS offer:—**  
**1947** Hillman Minx saloon, grey, small mileage: £435, any trial or examination.  
**RUSSELL MOTORS (KNIGHTSBRIDGE),** Ltd., 47, Sloane St., S.W.1, Tel. Sloane 9238. [C3069]

**B. J. HUNTER, Ltd., offer:—**  
**1950** Hillman Minx Mark IV saloon, one careful owner: £550.  
**B. J. HUNTER, Ltd.,** 22, Cricklewood Broadway, N.W.2, Tel. Glanstone 6303. [C3040]

**PHILIP RICHARDS, Ltd., offer:—**  
**1952** Hillman Minx convertible, green/beige, 7,000 miles (subject to completion in S.M.T.A. Covenant to 12th Dec. 1952), 4, Brick St., Park Lane, London, W.1, Grosvenor 4772/3. [C3051]

**BLUE STAR GARAGES, Ltd., offer:—**  
**1948** (September) Hillman Minx, in very beautiful condition: £450.—Fortune Green Rd., West Hampstead, N.W.6, Ham. 5211. [C3031]

**WARWICK WRIGHT, Ltd., offer:—**  
**1951** (B.A.T.A. consent) Hillman Minx Mark V drop head coupe, black, red leather, 7,000 miles.  
**1950** Hillman Minx Mark IV saloon, black, red leather, 10,000 miles.  
**WARWICK WRIGHT, Ltd.,** 150, New Bond St., W.1, Mayfair 9781. [C3045]

**L. TNE, FRANK & WAGSTAFF, 5-5, Crouch End, N.6, Mount 4401.**  
**1952** Hillman Minx saloon, grey, brown upholstery, 7,000 miles, B.M.T.A. consent: £735.  
**R. S.W.S. FREMANTLE** 8401. [C4056]

**1948** Hillman Minx saloon, 2 owners, excellent condition: £255.  
**JACK WILLIAMS MOTORS, Ltd.,** 169, Priory Rd., Hornsey, Mountview 5223 and 5774. [C4054]

**1951** Hillman Minx drop head coupe (B.M.T.A. Consent), black, red leather: £745.  
**RIPCO, Ltd. (Hillman Purchased),** 16, Albemarle St., Mayfair, London, W.1, Regent 2952. [C3052]

**1950** (Oct.) Phase IV Hillman Minx beige and red, leather, 8,000 miles.  
**GERRY BROWNIE MOTORS, Ltd.,** 55/57, South Edwards Square, Kensington, London, W.8, Western 4351 (3 lines). [C3191]

**PRIDE & CLARKE, Ltd.—1947** Hillman Minx saloon, blue/blue cloth and leather, excellent: £329.  
**THREE** months' guarantee; terms, exchanges, lists: 1 Stockwell Rd., S.W.9, Brixton 6251. [C3014]

**1948** Hillman Minx saloon, 4995—C. A. Petre, Ltd., 62, North Audley St., W.1, Mayfair 3051. [C3043]

**1952** (reel) Hillman 10 saloon: from £225.—W. Hillman, 18, Balham Hill, S.W.12, Tel. Battersea 3280/3769. [C3009]

**1949** Phase III Minx, fast, grey, one driver: £525 o.n.o.; view near Harrow any time by appointment.—Wordworth 2906. [4832]

**1949** Hillman Minx Phase III, one considerable owner, superlative condition; sacrifice: £335.—64, Watton Rd., Rickmansworth, Herts. [C3072]

**1950** Hillman Minx saloon, black with brown leather, well maintained: £375.—Stratford, Ld., 40, Berkeley St., W.1. (Mayfair 4404.) [C4082]

**£465**—1948 Phase II Hillman Minx drop head coupe, one owner.—Vanderella, 215, Haverstock Hill, N.W.3, Primrose 4441. [C4039]

**1950** Hillman Minx, small mileage, excellent condition: £350.—Jack Odling & Co., Ltd., Audley House North Audley St., W.1, Mayfair 5245. [C3050]

**1947** Hillman Minx coupe, new engine, tyres, in good condition throughout: £395 or nearest offer.—B. Wadsworth, 21, Park Rd., Huddersfield, Notts. [4936]

**HILLMAN 10**  
**1950** Hillman Minx saloon, Mark IV, appearance as new: £495.—Barnett, 13a, Castle St., Brighton 9796. [C3080]  
**1939** Hillman Minx coupe, excellent condition, guaranteed: £255.—Palmer Motors, Ltd., 33, York St., Twickenham, Popesgrove 1890. [C3094]  
**1946** (Dec., 1945), Hillman Minx saloon, excellent replacement engine fitted and brakes overhauled: £335.—GARAGE SERVICE CO., Ltd., Hoop Lane, London, N.W.11, Speedwell 5400. [C2019]  
**1939** Hillman Minx drop head coupe, fully overhauled: £295.—Smith and Hunter, Ltd., 379, Kensington High St., London, W.14, Tel. Western 2512. [C4019]

**1946-7** Hillman Minx saloon, guaranteed: £295; 1939 Minx saloon, guaranteed: £190.—Oldfield, 306, Kensington High St., W.14, Wm. 651. [C3029]

**395** gns.—Hillman Minx, 1947, fourseater drop head coupe, grey, blue leather, radio, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—  
**225** gns.—Hillman Minx, 1939, fourseater drop head coupe, black, maroon leather, good tyres, very good condition, terms, exchanges, list, open 8-7 every day and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**1947** Hillman Minx saloon, grey, excellent condition, 22,000 miles: £450 or nearest offer.—Apply Peeny, Burrough Hall, Melton Mowbray, Leics, or Tel. Sumner 26. [C3053]

**1952** model Hillman Minx saloon, black, ex-demonstrator, guaranteed mileage 9,500 only: offered at list price, £732/12/3.—Herbert Robinson Ltd., Cambridge, Tel. 4444, 3066. [C3053]

**1948** Hillman Minx Phase II drop head coupe: £505.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Crayford, Addiscombe 3066. [C3006]

**1942** Hillman Minx 10hp saloon, good appearance and mechanically sound; only £275, cash or terms.—Broadway Motor Co., 3-13, Russell Rd., W.19, Liberty 2494. [C3066]

**1952** Hillman Minx Mark V, grey/brown hide, loose covers, cloth, one owner, 7,000 miles, as new: £475, balance of £405.—Davy, 180-182, Kensington High St., W.8, Western 9641. [C3069]

**1952** model Hillman coupe, 7,000 miles, loose covers, heater, etc. immaculate condition throughout, balance of £405.—Slaney Marcus Ltd., 33, Sloane St., S.W.1, Tel. Sloane 3557. [C3006]

**NAYLOR & ROOT—1950** Hillman Minx Mark IV saloon, beige, red leather, radio and heater, 8,000 miles only: £455; six months' guarantee.—25, East, Clapham Junction, S.W.11, Nat. 2252. [C3022]

**ARCHIE SIMONS & Co., Ltd.—1947** Hillman Minx saloon, colour black, one owner since new, in excellent mechanical condition, very reliable, economical in every way: £395.—94, Gt. Portland St., W.1, Lan. 3451. [C4015]

**1950** (May) Hillman Minx Phase IV, suede green, black and leather, 11,000 careful miles, an exceptional example at to-day's keenest price: £595; exchanges, deferred terms, John & Truscott, Ltd., 173, Westbourne Grove, W.11, Bay 4274. [C4035]

**£375**—1947 Minx drop head coupe, black with beige upholstery, a most immaculate example and in wonderful condition throughout, two owners and very nominal mileage, fitted heater.—Lampitt, Talbot Inn, Cirencester, Tel. 760. [C3109]

**1947** Hillman Minx 4-dr. saloon, engine, gear box, bodywork and interior in perfect condition, fitted with demister, excellent runner, taxed, any trial: £335 o.n.o.—1, Kenwick Ave., Merton Park, London, S.W.19, Lib. 3772. [C4021]

**TANKARD & SMITH, Ltd. offer 1951** Hillman Minx drop head coupe, black with red leather, speedometer reading 10,000; one owner; immaculate in every respect: £695; three months' written guarantee; also 200 guaranteed used cars of all makes.—195, Kings Rd., S.W.3, Tel. Faxman 4921-3. [C3066]

**1939** Hillman 10hp Minx drop head coupe, in delightful condition, an ideal lady's car, colour blue with upholstery and hood in sound condition and mechanically very good indeed; registered September, 1939; this little car is cheap at £255; cash or terms.—Broadway Motor Co., 3-13, Russell Rd., W.19, Liberty 2494. [C3066]

**CARR'S MOTOR MART—1940** Hillman 14 saloon, black, overhauled and reconditioned, unblemished; written guarantee.—5, Warren St., W.1, Euston 5353. [C3040]

**1952** gns.—Hillman 11, 1939 de luxe saloon, black, sliding head, blue leather, terms, exchanges, list, open 8-7 every day and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. [C4018]

**HILLMAN 11**  
**1937** Hillman 21hp 7-passenger saloon, black, brown upholstery, good tyres, very good condition, taxed, bargain: £135.—Holbrook Motor Co., Ltd., Richmond, Surrey, Tel. Ric. 4014. [C2038]

**HILLMAN MISCELLANEOUS**  
**RECONDITIONED** EX M.O.S. saloon cars, shooting brakes, canvas canopy utilities, pick ups from £295; if you are interested in the purchase of a Hillman of the 1947 type, why not write for our particulars first; we have something really first rate to offer; please state what type you are interested in; delivery is on stock on some types.—Service Station, Staines Rd., Ashford, Middlesex, Tel. Ashford 2578. [3461]

**Hillman Cars Wanted**  
**THE CAR MART, Ltd.,** wish to purchase Hillman cars.—150, Park Lane, W.1, Grosvenor 3434, 10871/R. [4936]

**Hillman Cars Wanted**  
**R. ROWLAND SMITH's,** the Hillman buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [10941/R]  
**R. ROOTS, Ltd.**  
**DISTRIBUTORS.**  
**ACQUIRE** modern low-mileage Hillman cars.  
**BIRMINGHAM—Lower Temple St. (Central 8411.)**  
**ROCHESTER—129, Deansgate, (Blackfriars 6077/3)**  
**MAIDSTONE—(Maidstone 3533.)**  
**CANTERBURY—(Canterbury 3252.)**  
**ROCHESTER—(Chatham 2231.)**  
**WROTHAM Heath—(Borough Green 4.)**  
**ROOTES, Ltd., Devonshire House, Piccadilly, W.1, Tel. Grosvenor 3401. [10108/R]**  
**PHENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey, Vigilant 1121. [W3044/R]**  
**CASH** buyers of good Hillman Minxes, distance no object.—Hastons, Lord St., Southport. [10438/R]  
**ALBONS** of Barking, purchase for cash post-war Hillman cars.—107/71 Tonbridge Rd., Barking, Tel. Ripeway 1285.  
**BIRMINGHAM and Midlands—Low-mileage Hillman** modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2.  
**NOTTINGHAMSHIRE** distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham, Tel. 4431. [10552/R]

**Hillman Spares and Service**  
**NORMAND, Ltd.**  
**HAVE** your car serviced by the experts.  
**SATISFACTION** guaranteed.  
**NORMAND, Ltd.,** 405-9, King St., W.8, Riv. 3665. [10337]

**LONDON & COUNTIES MOTOR MART, Ltd.**  
**HILLMAN** repair specialist (30 years), well-equipped works service, rebores and complete overhauls; spare parts stocked.—78-91, King's Rd., Fulham, S.W.6, Renova 1163. [10876/R]

**CARRIAGES MOTORS** for Hillman spares and service.—8, Lewisham Bridge, S.E.13, Lew Green 8505. [10720/R]

**Hispano-Suiza Spares and Service**  
**HISPANO** spares and all repairs.—G. Brind, 47, Tamworth Rd., Croydon, Cr. 1742. [5102]

**HOTCHKISS**  
**HAROLD RADFORD & Co., Ltd.**  
**SOLE** concessionaires.  
**1950** (1949 show model) Hotchkiss Paris/Five saloon, colour red with canopy yellow upholstery, one owner, Cotal electric gear box, speedometer reading 35,000 miles, in very good condition; price, £1,075.  
**SALES** and Service.  
**HAROLD RADFORD & Co., Ltd.,** Melton Court, South Kensington, S.W.7, Tel. Kensington 6642. (5 lines). [C3047]

**11** Chipped Motors, Ltd.—See our advertisement under "Sports Cars". [C1046]

**BARTLETT—Hotchkiss 100mph** Grand sports 2-door saloon: £295.—27A, Pembroke Villas, W.11, [C10103]

**HOTCHKISS** spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland, Spares parts and service for Hotchkiss cars available at Melton Court, South Kensington, Tel. Kensington 6642 (5 lines). [10307/R]

**H.R.O.**  
**HAROLD RADFORD & Co., Ltd.**  
**SOLE** distributors for London and Home Counties.  
**offer:—**  
**NEW** and unused H.R.O. cars available for early delivery.  
**HAROLD RADFORD & Co., Ltd.,** Melton Court, South Kensington, S.W.7, Tel. Kensington 6642. (5 lines). [C3047]

**H.R.O. Cars Wanted**  
**REQUIRED** immediately, good H.R.O.—Q. Edwards, Ambury Lane, Harpenden, Herts., Tel. 719. [W2000]

**H.R.O. Spares and Service**  
**CHARLES POLLETT, Ltd.,** have a large stock of spares.  
**HOWROOMS,** 19, Berkeley St., W.1, Mayfair 6366.  
**SPARE** parts.  
**SERVICE,** Barnsdale Yard, off Ekin Ave., W.9, Tel. Cunnincham 5396-7-9. [10594/R]

**HUDSON**  
**1939** Hudson 17 saloon, steering gear change fitted, reconditioned engine: £225.  
**1938** Hudson 17, very fine gear throughout: £375.  
**DICKS CAR SALES, Ltd.,** 305-401, High Rd., Kilburn, Maids Vale 6089-9. [C1078]

**RIGHT-HAND** drive Hudson Bix Bix, 22hp, leather upholstery, 1947, first registered 1948, reconditioned mechanically: £650.—B. Rine & Co., Warren St., W.1, Euston 3375. [1225]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HUDSON

HAROLD RADFORD &amp; Co., Ltd.

**1949** (February) Hudson Commodore saloon, colour grey with grey cloth upholstery, just passed by Hudson Motors, left-hand drive, fitted with radio, heater, speedometer reading, 20,000 miles; in good condition throughout.

**HAROLD RADFORD & Co., Ltd.**, Melton Court, South Kensington, S.W.7. Tel. Kensington 6922 (5 lines). (C3047)

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, the Hudson buyers. Wembley 8551/5505. (W4015/R)

## Hudson Spares and Service

**MANCHESTER**.—Hudson spares and repairs.

**A. FREEMAN, Ltd.**, Grosvenor Garage, Burnage Lane, Manchester, 18. Rus. 2874/5. (0861/R)

**D. ISMANTLING** Hudsons, 1939 17hp, 1937 22hp and 1934 17hp.—Metrolipia, Walslop. Tel. Coventry 480. (0423/R)

**S. PIRKINS (TWICKENHAM), Ltd.**, the Hudson distributors for Hudson reconditioned engines, cars and service on chassis number—35-101, Heath Rd., Twickenham. Tel. Pinner 1035-6/7. Telegrams: Spikaia, Twickenham. (0585/R)

## HUMBER

**CAR MART, Ltd.**

**1949** Humber Pullman 7-seater limousine, guaranteed; £250.

**1948** Humber Pullman 7-seater limousine, guaranteed; £250.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. (C1039)

**HENLYS, Ltd.**, offer:—

**1950** Humber Imperial saloon, black with brown leather; this spacious and attractive saloon in immaculate condition is offered at the unusually low figure of £1,475; inspected and serviced by our works. It carries our usual guarantee with 7 days free trial; h.p. available; price list available by return post; 865, Euston Rd., London, N.W.1. Euston 4444. (4417)

**JACK ROSE, Ltd.**, offer:—

**1952** (April) Humber Super Snipe saloon, 4,000 miles only and as new; accept £1,195.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. (C3056)

**TOM GARNER, Ltd.**, offer

**1951** Humber Super Snipe Mark III saloon, black with beige leather, heater, loose covers, 10,000 miles only.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester. (C3030)

**A. Blackfriths** 9253-6/7. (C3030)

**B. J. HUNTER, Ltd.**, offer:—

**1950** series Humber Hawk saloon, positively as new; £750.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Gladstone 6303. (C3040)

**WARWICK WRIGHT, Ltd.**, offer:—

**1951** Humber Hawk 16hp saloon, blue, fawn leather, radio and heater, 5,000 miles.

**1951** Humber Super Snipe saloon, black, red leather, heater, 9,000 miles.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. (C3045)

**GUY SALMON AUTOMOBILES, offer:—**

**1948** Humber Hawk saloon, one owner, £250 just spent with makers, a most exceptional example; £550.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-3. (C4001)

**BROOKLANDS**—Individuality; just new and used cars.

**1952** Humber Super Snipe saloon, 3,000 miles.

**103** New Bond St., London, W.1. Mayfair 8551-6. (C1029)

**HOLMES & SMITH, Ltd.**, Westcliff, distributors for Humber cars.

**OFFER:—**

**1951** Humber Hawk, colour black and fawn leather, fitted overriders, rimbladders, wing mirrors, badge bar, 15,500 miles, large engine; complete, £825.

**459** London Rd., Westcliff-on-Sea, Southend 49674. (5037)

**1948** Humber Hawk saloon, finished in black with leather upholstery, 22,000 miles, a very clean motor car; £550.

**BREW BROTHERS, Ltd.**, 133, Old Brompton Rd., S.W.7. Kensington 2458. (3136)

**1951** Humber Hawk saloon, mileage 7,000 radio, heater, loose covers, etc.—Mayfair 5090. (C3030)

**1939** Humber 16 saloon, perfect, guaranteed; £225; payments—Vid., 37, Astwood Rd., Emsworth 1319. (C4038)

**1949** Humber Super Snipe saloon, 23,000 miles, colour metallic grey; £645.—Woking Motors (Maybury Hill) Ltd., Woking 1226. (C4057)

**HUMBER** saloon, recently reboled, good condition, mechanically; £50.—Worthing Motor Co., Ltd., Broadwater Rd., Worthing 7. (4912)

**1947** Humber limousine; £555.—Clayton's Cars N.W.1. Tel. Euston 5222 (5 lines). (C1050)

**1948** model Humber Hawk saloon, black, one owner, radio and heater; £610.—Reya Motors, 73, Albany St., N.W.1. Euston 6994. (4569)

**1950** Humber Hawk saloon, black with fawn leather, in excellent condition; £675.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). (C4022/R)

**£125**—Genuine 1937 Humber 27hp saloon, unrepeatable buy—Bray Motors, 180-182, West End Lane, N.W.6. Hamstead 6493. (C1024)

## HUMBER

**1949** Humber Super Snipe saloon, black with brown leather, well maintained; £650.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). (C4022)

**1950** Humber Hawk 14hp saloon, black, heater and H.M.V. radio, 16,000 miles, A.A. report available; £725.—Campbell Symonds, Wembley 6959. (C1037)

**1952** Humber Hawk saloon, green, radio, heater, guaranteed in first-class condition; £1,200, offers. (4791)

**£148**—Humber 12 de luxe saloon, 1936 model, blue with blue leather interior, mechanically very good, tyres good, an inexpensive car to buy and run, latest year.

**TIMMS MOTORS**, Colindale Rd., Upper Richmond Rd., S.W.15. Tel. Putney 5293. (C4030)

**1950** (July) Humber Hawk 14hp s/v saloon, one owner, approximately 20,000 miles, finished green, leather, fitted screen defroster, spotlight, taxed Dec. immaculate; £655; trade enquiries welcomed.

**MOTORISTS (LONDON), Ltd.**, Great North Rd., Finchley Station, N.2. Tudor 2301-3. (C3018)

**1951** (July) Humber Imperial saloon, bottle green with brown leather, heater, seat covers, other extras, under 8,000 miles, condition as new; £1,450.—Owner, 21, Mill Rd., Worthing. Tel. 533/6. (1310)

**1950** Humber Hawk 14hp 4-door sun saloon, black with brown interior, beautifully kept, small mileage; £725; consider exchange with cash. Southwinds, Sunningdale, W. Worthing, Sussex. Goring-by-Sea 42131. (C4027)

**HUMBER** Imperial, 1951 (Nov.), 5,900 miles, black with light fawn leather, fitted with heater and H.M.V. radio, one private owner from new; demonstration arranged; price £1,295.—Brookhurst Motors, Ltd., Sheffield Rd., Chesterfield, Tel. 533/6. (1310)

**1951** Humber Hawk, immaculate condition, maintained regarding cost, over £100 extras, including twin speaker push-button Radionolex, heater, air conditioner, foolproof anti-theft device, Rexon direct induction system, salored mats, buff overriders, new tyres, 15,000 miles, buy this car and rest assured that many miles of trouble-free motoring lie before you, there is little point in saving money on initial purchase only to spend it on repairs later, can be seen London, one price only, £850.—Houle, Rotherham Hotel, Port Creek, Harrogate, Thane 22451. (C3018)

**A&S** (Pity Limousines—Liste Posted) 1959, selection—£450. Below.

**1950** IMPERIAL 1947/48, partition, forward occasional, wonderful condition throughout, genuine low mileage, private owner, selection—£695.

**1951** private limousines, partition, also Imperial 1948, selected, reasonable cost, A.J. Saunders, Providence Court, North Audley Street, Mayfair—2941. (C1006)

**Humber Cars Wanted**

**C**

**M**

**THE CAR MART, Ltd.**, wish to purchase Humber cars.—320, Euston Rd., N.W.1. Euston 1212. (0672/R)

**R**

**ROOTES, Ltd.**

**DISTRIBUTORS.**

**REQUIRE** modern low-mileage Humber cars.

**BIRMINGHAM**—Lower Temple St. (Central 8411).

**MANCHESTER**—129, Deansgate. (Blackfriths 6677).

**MAIDSTONE**—(Maidstone 3333).

**CANTERBURY**—(Canterbury 3352).

**ROCHESTER**—(Chatham 2231).

**WROTHAM Heath**—(Borough Green 4).

**ROOTES, Ltd.**, Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (0106/R)

**KIRBY'S, Ltd.**

**DISTRIBUTORS.**

**ARE** cash buyers of low mileage Humber cars.

**LIVERPOOL**: 52-58, Renshaw St. (Royal 3567-8).

**SOUTHPORT**: 31, Lord St. (Southport 4158).

**BLACKPOOL**: 292, Church St. (Blackpool 23485).

**ROWLANDS SMITH'S.**

**ROWLAND SMITH'S** the Humber buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. (0942/R)

**PHENIX MOTOR CO. (SURREY), Ltd.**, High St., Sutton, Surrey. Vigilant 1121. (W3044/R)

**CAMDEN MOTORS** urgently required 1949/1951 Humber Pullman limousine; particulars and price required.

**CAMDEN MOTORS, Ltd.**, Lake St., Leighton Buzzard, Beds. Tel. 2941 (5 lines).

**WANTED**, 1949-49 Humber Super Snipe, full particulars and price.—Townsend's Motor Engineers, Amersham, Tel. 8. (4863)

**7-PASSENGER** 1950/1/2 Limousines and Imperial Saloons required immediately, details please: A.J. Saunders, Providence Court, North Audley Street, Mayfair—2941. (C1006)

**BIRMINGHAM** and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2.

**CRIPPS** of Nottingham, urgently require all types of Humber cars, recent models; send full particulars. Parliament St., Nottingham, Tel. 46391. (0553/R)

## Humber Spares and Service

**NORTH and Central London.**

**CATTERMOLES (GARAGES), Ltd.**, for Humber spares, sales and service.—78-79, Pentonville Rd., N.1. Pentonville 1001-7. (1034)

**DE NORMANVILLE** gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. (0780/R)

**THE Humber Specialists** for all spares.—Rings Upwards 3537. See advt. under Parts & Accessories. (0398/R)

## JAGUAR

**HENLYS, Ltd.**

**ENGLAND'S Largest Jaguar Distributors.**

**SELECTION** of all models at attractive prices.

**DEVONSHIRE HOUSE**, Piccadilly, W.1. (Grosvenor 2267/R)

**DEVONSHIRE HOUSE**, 385, Euston Rd., N.W.1. (Euston 4444).

**REPORTS** at:—

**MANCHESTER** (Blackfriths 7943).

**Bristol** (Artiss 13126).

**Bournemouth** (Bournemouth 6314).

**Northampton** (Northampton 907).

**Camberley** (Camberley 77).

**Hounslow** (Hounslow 8454).

**Finchley** (Finchley 0051).

**Great West Rd.** (Basing 3477). Official Jaguar Service Station.

**CAMDEN TOWN SERVICE STATION** (Gulliver 4141).

**HENLYS, Ltd.**, England's Leading Motor Agents. (0027/R)

**DICKS.**

**1939** Jaguar 1½-litre saloon, very good appearance; £1,195.—Ernest Sutton, Tel. Regent 4103. (C4023)

**DICKS CAR SALES, Ltd.**, 305-401, High Rd., Kilburn, N.W.5. (01072)

**OPPORTUNITY.**

**1952** (August) Jaguar Mark VII saloon, 4,500 miles; £1,195.—Ernest Sutton, Tel. Regent 4103. (C4023)

**HENLYS, Ltd.**, offer:—

**1951** Jaguar Mk V 3½ drop head coupe, black with brown leather; this rare and most delightful drop head car is in immaculate condition, has been carefully used by one owner who will certify the mileage; works prepared by Henlys, England's largest Jaguar distributors; it is offered at £1,475 with our usual guarantee and 7 days free trial; h.p. available; full price by return of post.—£444. (4819)

**HENLYS, Ltd.**, offer:—

**1950** XK120 sports, grey with beige leather, 15,000 miles under 6,000, one owner, never raced; this car has been prepared by the Jaguar Service Station at Great West Road and is a beautiful example of this incomparable sports car; offered with our usual guarantee and 7 days free trial; h.p. available; full price list available by return post; price £1,575.—385, Euston Rd., London, N.W.1. Euston 4444. (4818)

**WIMBUSH for Jaguars.**

**XK120**—A really magnificent 1951 model, 1950, silver with blue upholstery, recently checked by makers; £1,175.

**1950** Jaguar Mark V saloon, suede green, beautifully maintained by one careful owner, full price list available by return post; price £1,075.—385, Euston Rd., London, N.W.1. Euston 4444. (4818)

**R. S.W.S.**, Fremantle 8401. (C4056)

**B. J. HUNTER, Ltd.**, offer:—

**1950** Jaguar Mark V saloon, one owner; £975.

**1949** Jaguar 2½-litre saloon, maintained recorders of cost, numerous extras; £725.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C3040)

**D. J. SHEPHERD & Co. (ENFIELD), Ltd.**

**1949** Mark V 3½-litre Jaguar, silver grey, blue leather interior, fitted H.M.V. radio, excellent condition throughout, taxed; £975.

**1950** Humber Hawk 14hp saloon, colour grey with blue leather interior, showroom condition, mileage 6,000; £1,150.—D. J. Shepherd & Co. (Enfield), Ltd., 135, Bedford Rd., Enfield 1631. (C4009)

**GORDON CARS (LONDON), Ltd.**, for Jaguars.

**1952** Mk. VII saloon, mileage 1,100; £1,975.

**1951** Mk. V 3½-litre coupe, mileage 6,000; £1,495.

**GORDON CARS**, 373, Euston Rd., N.W.1. Eos. 0611. (C3023)

**COMBS & SONS (GUILDFORD), Ltd.**, offer:—

**1951** Jaguar XK120, all engine modifications, 4,000 miles; £1,450.

**COMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Guildford 6297-9-9. (01057)

**JAGUAR** Mark VII, as new, many extras; best offer.—Tel. Woolwich 3564. (4445)

**CLAND & TABOR, Ltd.**, Welwyn By-pm, Herts. A. Welwyn 481. (4942)

**MARK VII** Jaguar saloon, black, brown leather, speedometer reading 9,000 miles, heater, wing mirrors, washers, new condition. (C1001)

**XK120** new, 2,500 miles, not run in, blue, £1,450.—Tel. 4245 St. Helens, Lancs. (4942)

**1936** 8.2 4-seater 10hp sports saloon; £115. or 1936 offer.—Tel. Stratham 2717. after 7 p.m. 4955. (4955)



USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

**SWANMORE GARAGE**, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. (C6204)

**BEARTS OF KINGTON**, Jaguar specialists, sales, repairs, 102, London Rd., Kingston. Tel. Kin. 5340. (C6061/R)

**1939** Jaguar saloon, 14-litre, excellent condition, private owner; £295.—Seven Kings 7293 (4799)

**1947** Jaguar, £295, good order throughout.—W. T. Dunn, Ltd., 307, Euston Rd., N.W.1. Tel. Euston 3105. (C5049)

**£295**—Genuine 1939 Jaguar 14-litre drop head four-door coupe, £110 overhaul bill available, unrepairable bargain. Benson. (C6204)

**£185**—1937 Jaguar 2½-litre sports saloon, unrepairable opportunity.—Gray Motors, 190-194 West End Lane, N.W.6. Hampstead 6490. (C1024)

**1950** (Jan.) Jaguar Mark V 2½-litre saloon, green with green leather, one owner, 17,000 mls. as new. £350.—Selby. (C5049)

**1949** (Aug.) Jaguar Mark V 2½-litre saloon, lavender grey, with green leather, one owner, 32,000 mls. as new. £390.—Gibbons Sports Cars (Church), Ltd., Lyndhurst Rd., Christchurch. Hants. Tel. 1081. (C4682)

**R. P. POWELL MOTORS, Ltd.**, for Jaguar cars, 8, East London area dealers—821, Romford Rd., Romford. Tel. 661-2. (C6070/R)

**£555**—Jaguar 3½ 1947 saloon, black, spotlessly maintained and just overhauled by Jaguar agents, exchanges. (C6070/R)

**BARTLETT**—XX120 2-seater, splendid condition, unrepairable bargain, £995.—27A, Cambridge Villas, W.11. (C1013)

**XX120**—Little used and quite immaculate, original tyres, whole car unworn, sensible. (C1013)

**1952** Mk. VII Jaguar, black, 500 miles only, choice of two.—H. C. Paul, Ltd., 33, Bruton Place, W.1. Mayfair 0617-8. (C6060)

**GUY ALFRED & Co., Ltd.**—1947 Jaguar 14-litre, H.M.V. radio, heater, superb order; 6-7, Warren St., W.1. Euston 3266. (C1006)

**1952** Mark VII Jaguar, 2,500 miles only, colour black, excellent as new.—T.J. Sheehy, 403/8, After 6 o'clock, 44017. (4797)

**NOEL ROSCOE** offers XX120 Jaguar, 1950 (November), perfect condition, suede green, radio; £1,150.—J. H. Byrnes, Surrey, Tel. 270. (C5063)

**XX120** 2-seater for sale or self-drive hire.—J. Parkes, Ltd., 204, Balardo Lane, N.3. Finchley 2490. (C6019)

**1950** Jaguar Mk. V saloon, metallic blue, heater, radio, loose covers, beautiful condition; £995.—John Trigg, Ltd., Heah 1234. (C6035)

**CAGE'S MOTOR MART**—1948 Jaguar 2½-litre saloon, black, heater, radio, written guarantee, 10,000 mls. as new. £1,100.—Warren St., W.1. Euston 4110. (C1040)

**MARK VII** December, 1951, gummetal, 12,000 miles, immaculate condition, nearest offer to list price.—Perfery Removals, Derby 45561. (5117)

**XX120** Feb., 1951, black with red and cream leather, 9,700 miles, not raced, immaculate condition; £1,325.—Tel. Leicester 20979. (C44)

**1949** 2½-litre Jaguar saloon, approx. 23,000 miles, just overhauled, new Jack O'Brien & Co. Ltd., 10, House, North Audley St., W.1. Mayfair 5242. (C6030)

**1952** Jaguar Mark VII saloon, radio, heater, etc.—G. Green & Sons, Ltd., 246/252, Dean St., Manchester, Tel. Deanside 332-8. (C6008)

**1951** XX120, ivory with blue upholstery, 15,000 miles only, immaculate condition, one owner, Tel. Sheffield 40395.—After 6 o'clock, 44017. (4796)

**CAMDEN MOTORS**—1948 Jaguar 2½-litre saloon, 1950, in pastel green, 16,000 miles, heater, screen, nylon seat covers, superbly maintained; £975. (C6008)

**CAMDEN MOTORS**—Jaguar XX120 2-seater, 1951, cream/red fitted radio, one owner; £1,295. (C6008)

**CAMDEN MOTORS**—Jaguar 2½-litre saloon, 1947, just repainted in very attractive metallic bronze, engine extensively overhauled, decked and tuned, a very fine car, strongly recommended. £545. (C6008)

**CAMDEN MOTORS**—Jaguar 3½-litre drophead four-door coupe, 1939, a fast powerful car with a truly delightful performance, outstanding opportunity; £395. (C6008)

**CAMDEN MOTORS**—Jaguar 2½-litre drophead four-door coupe, 1948, silver-grey with dark red hood and hide interior to match, a scarce and desirable model in extremely good all-round condition, 22,000 miles; £445. (C6008)

**CAMDEN MOTORS**—Jaguar 2½-litre saloon, 1940, special registration, identical to post-war series, recommended engine fitted at Jaguar works January this year; £395. (C6008)

**CAMDEN MOTORS**—Jaguar 2½-litre sports saloon, 1936, late registration, sound coachwork, excellent tyres, lively, roomy, made with tropical Jaguar performance; £195. (C6008)

**CAMDEN MOTORS**—Jaguar 1½-litre 14hp sports saloon, July 1948, fitted disc, seat covers, pastels, etc., excellent condition; £645. (C6008)

**1940 & Nov.** 1948, excellent equipment model in silver-grey. (C6008)

**CAMDEN MOTORS**—Jaguar 14-litre saloon, 1947 model, just repainted in Jaguar green, outstanding order, disc, etc.; £535. (C6008)

**CAMDEN MOTORS**—Jaguar 14-litre special equipment saloon, 1946, late registration, attractive all-round condition, very sound mechanically; £495. (C6008)

**PRE-WAR** 14-litre Jaguar (14hp model), saloon and drophead, from £295. (C6008)

**CAMDEN MOTORS**—Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 6 p.m. Write for catalogue. (C1005)

**1949** (Dec.) Mark V 2½-litre, black, brown leather, really excellent condition throughout, note unusual terms; bargain, £350.—Tel. Cheltenham 4292. (4655)

**1948** Jaguar 14-litre S.E. saloon, black, nominal mileage, radio, disc, written guarantee; £395.—London Cars, 330-8, Greenford Rd., Greenford, Middlesex. Wadlow 2643. (C6057)

JAGUAR

**XX120** 1950 (A-august, 5,000 miles, bronze, radio, heater, several other extras, as new.—Silverthorne Motors, Ltd., 1015, Finchley Rd., N.W.11. Meadow 2388. (C6011)

**1950** Jaguar Mark V 2½-litre, registered March, good condition; £1,000 or near offer.—Communications, Ltd., 16, Bath Rd., Cheltenham. Tel. Cheltenham 5995. (4769)

**1951** XX120, as new, dark green with red leather; nearest £1,350.—Granham, Flixton, nr. Gosborough, Tel. West Ayton 3101. After 6 p.m., Hamman 540. (4848)

**1951** (October) Jaguar Mark VII saloon, gummetal and red upholstery, 3,000 miles, absolutely immaculate condition; £1,750.—Peerless Motors, Ltd., Bath Rd., Slough 2234. (5129)

**L. CASHER** specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate Bolton. Tel. 4090, Deanside, Manchester. Tel. Deanside 4507. (C6019)

**495**—Jaguar, 1947, 2½-litre saloon, suede green, sliding head, green leather, Ace disc, carefully used, excellent condition, taxed; terms, exchanges.—Rowland Smith, below. (C6019)

**345**—Jaguar, 1939 model, 2½-litre four-door coupe, drop head coupe, pastel blue leather upholstery, carefully used, excellent condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampton (Hampton Tube), Hampton. (C6019)

**1952** (August) Mark VII Jaguar saloon, finished black with brown leather, 4,200 miles only, as new.—James H. Oak, Ltd., 88, Woodlands Rd., Glasgow, C.A. Tel. Douglas 7598. (5042)

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JAGUAR

**1951** XX120 Jaguar 2-seater, approximately 2,800 worth of extras, 2:1 compression ratio, high-lift camshafts, dual exhausts, modified base opening, not raced, total mileage 23,000, silver, beige leather, 1950 R.D., Isleworth, Middx. (Hounslow 0311). (C2015)

**ONE** of the last 14-litre S.E. Jaguars, first licensed January 1949, black-red leather upholstery, mileage 47,000, serviced every 2,000 miles throughout, speed, 47.000mph, a really well cared for motor car; price £695.—Available for inspection at Donald Vince, Ltd., Kidderminster Rd., West Croydon, during business hours. (4548)

**JAGUAR**, 1948 (late), 3½, special equipment saloon, black with Tygon loose covers to tone, absolutely genuine 11,000 miles only, many extra not normally found with a car at this price; this is undoubtedly one of the finest specimens available and the property of an enthusiast who reluctantly has to sell owing to business commitments; £650.—Tel. Pinner 5484, 7.30 p.m. onwards. (5111)

**ROSE & YOUNG, Ltd.**, offers: 1951 series XX120 Jaguar, low mileage, one owner; this car has had nearly 6,000 spent on it, fitted with lightened flywheel, racing clutch, high lift camshafts, torsion bars, extra shockers at rear, high compression engine, twin exhaust system, spare original equipment, bucket seats, alternative axle ratio, spare wheels, racing springs, etc. One of the fastest and best condition XEs in the country, has been raced only five times in short races and has been most successful; £1,250.—45-49, Stenholm Ave., Great Heath Hill, S.W.4 (at minute Streatham Hill Station). Tulse Hill 6464. (C3057)

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**ROSE & YOUNG,**

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JEEP

**MANSBELL & FISHER** (home or export Jeep specialists) offer direct from stock rebuilt Jeeps with 6 months' guarantee, own Jeep taken in part exchange or rebuilt, all spares stocked; contractors to overseas Governments—11, Cadogan Lane, London, S.W.1. Sloane 3752, 3722.

**JEEP CAR DISTRIBUTORS (LONDON)** Ltd. (C1066)

Jeep spare parts home and export; all spares stocked; exchange plan engine, gear box, water pump, etc.; new hoods, market seats, brake linings etc. etc.—231-353, High Rd., Chiswick, London W.4. Chiswick 1919. (C1055/R)

## Jeeps Wanted

**ROWLAND SMITH'S**, the Jeep buyers—Hamstead High St. (Hamstead Tube). Ham. 6041. (1954/R)

## Jeep Sports and Service

**100%** Jeep firm, all spares by return, or over counter, small or large quantities—Wick Autos. (See under Jeeps). (1956/R)

**JACK OLDING & Co. Ltd.**, Willys-Overland distributors for the United Kingdom—Spares and Service, 64-90, Holland Park Ave., W.11. Park 5077. (1955/R)

## JENSEN

**BROOKLANDS**—Individuality; new and used cars.

**1951** Jensen Interceptor cabriolet, mileage 1,000.

BUY or sell your car at

**103** New Bond St., London, W.1. Mayfair 8551-6. (C1029)

**FORD** special Jensen tourer, new hood, all-over tonneau cover, reconditioned engine and gearbox, new battery, reconditioned, dynamic performance, an absolute snip at £295.

**METCALFE & MUNDY**, 280, Old Brompton Rd., S.W.5. Frenant 5471. (C1064)

## JOWETT

**NEWHAMS**, Ltd.

**1952** Jowett Javelin saloon, maroon, 3,800 miles.

**NEWHAMS** House, 215-7, Hammersmith Rd., London, W.6. Riverside 4646. (C1024)

**CLARKE'S OF PIRBRIGHT**.

MAIN agents, Day and night service in Guildford, Woking and Aldershot area.

**G**UARANTEEED used Jowett products:—

**1951** Javelin de luxe saloon, 595 miles only.

**1949** Javelin de luxe saloon.

**NEW** Javelins from stock.

**NEW** Bradford de luxe utility, actual show model.

**NEW** Bradford vans from stock.

**CLARKE'S OF PIRBRIGHT**, Pirbright, Surrey.

**BROOKWOOD 2201-2**. (1952/R)

**MONTROE MOTORS** offer:—

**1937** Jowett 10 4-door saloon; £195.

**MONTROE MOTORS (N. H. Russell)**, 91-7, Epping New Rd., Buckhurst Hill, Essex. Cus. 1171-2. (C1015)

**GUY SALMON AUTOMOBILES** offer:—

**1951** Jowett Javelin saloon, excellent condition, £270. Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C1001)

**GORDON CARS (LONDON)**, Ltd., for Jowetts.

**1952** Jupiter 2-seater, 8,000 miles only; £895.

**1951** saloon, 8,000 miles; £875.

**GORDON House**, 375, Euston Rd., N.W.1. Eus. 6611. (C1025)

**COOMBS & SONS (GUILDFORD)**, Ltd., offer:—

**1952** Jowett Javelin, radio, heater, 10,000 miles; £895.

**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford, Guildford 62907-9-9. (C1057)

**1952** Javelin saloon, beige, small mileage, superb condition; £895—No. 3978. (1952/R)

**1952** Javelin de luxe saloon, one owner, black with red leather, excellent condition; £895.

**G. W. WILKIN, Ltd.**, 1, Weston Park, Kingston-on-Thames, Kin. 2241. (C1053)

**1949** Jowett Javelin de luxe model, 25,000 miles, engine recently overhauled, black, tartan seat covers; £810 or exchange.

**CORNAUGHT ENGINEERING**, Portsmouth Rd., Epsom, Surrey. Ripley 1122. (C1056)

**1952** Jowett Jupiter sports convertible, colour red, low mileage, extremely well maintained; £1,100—No. 3930. (1952/R)

**GODFREYS, Ltd.**, Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory-trained mechanics.

**GODFREYS, Ltd.**, 228-234, London Rd., Croydon, Cro. 3641-2. (C1063/R)

**JOWETT** and Javelin main agents, spares and specialised service—Culliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). (1952/R)

**1938** Jowett spin saloon, grey, one owner, since new, perfectly maintained; £300—Bunting Jowett main agents, Harrow. Tel. 6225-6. (1951)

**1950** Javelin de luxe saloon, black, brown upholstery, H.M.V. radio, moderate mileage; £640—also prompt delivery new Javelin—140, Oldfords Green Rd., N.W.11. Speedwell 0012. (C1004)

**COOTER & GREEN**, Jowett Main Agents—Javelin and Bradford spares and repairs, sales and service—Eden Park Garage, 285, Upper Elmer, End Rd., Beckenham, Kent. Tel. Beckenham 2565. (1952/R)

## JOWETT

**£545**—1949 model Jowett Javelin, 19,000 miles, one owner, black with red leather upholstery, fitted heater; terms, exchange—O. 8, Hall, Ltd. 505, Kings St., Hammersmith, W.6. Riverside 2831. (C1051)

**1951** Javelin de luxe saloon, maroon leather, Radio, one owner, A.A. or R.A.C. inspection invited, 3 months' guarantee; £725—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (C1058)

**1952** Jowett, 1939, 10hp 4-cylinder saloon, black, brown leather, good condition; terms, exchange, list, open 9-7 week-days and Saturdays—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C1018)

**1936** Jowett 7hp 4-door saloon, in very good order; £145, or £73 deposit, balance 12 months; exchange, 30 cars always in stock—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7196. (1954/R)

**JAVELIN** Jupiter, red, radio, heater, all latest modifications, 95mph, mileage under 3,000, never raced, carefully run in, genuinely as new; must sell, accept £250 for quick sale, terms if required—Beecham, Allstree, Derby. Tel. 57611. (1954/R)

**50** Jowett Javelin, mec. perfect throughout, immaculate, one owner, extremely clean interior with loose covers, one fastidious owner since new, a car of outstanding performance, and economical running costs; £585—Carb Bros., Colco Garage, Colco Sq., W.1. Ger. 0675-9. (1951)

**JAVELIN** de luxe saloon, black with fawn leather, in quite exceptional condition (free November, 1950); although mileage is under 17,000, a new 1952 engine has just been fitted to uniform circumstances is now for sale at £575; recommended by the Jowett dealers, George Pitt Motors, Ltd., Tankerton, Kent, open 7 days a week. Whittable 2244. (1957)

## Jowett Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Jowett cars—330, Euston Rd., N.W.1. Euston 1212. (1974/R)

**ROWLAND SMITH'S**.

**ROWLAND SMITH'S**, the Jowett buyers—Hamstead High St. (Hamstead Tube). Ham. 6041. (1954/R)

**L**OW-MILEAGE Javelin or similar required now—54, Sutherland Hill, S.W.2. Tulse Hill 4469. (1948)

**1949** and onwards Jowett Javelins wanted—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. (1950/R)

## Jowett Spares and Service

**H** BENTLEY & PARTNERS, Ltd.

JAVELIN and Bradford service and spares, 21-23, Grosvenor Crescent, Mews Hyde Park Corner, S.W.1. Tel. Sloane 9447. (1929/R)

**M**ILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks.

**L**ARGEST stock spares in Southern England; immediate despatch, trade or private—Tel. Brixton 2463, 2629, 260, Eith Rd., Brixton. (1971/R)

**C**OLLIVER-FISHER, Ltd., excel in supporting their Main Agency, Unsurpassed service. Spares and replacement units.

**N**ORTHWOOD, Middx. Tel. 777 (4 lines). (1909/R)

**B**IRMINGHAM main agents; large stocks of spares—Frank Mosses (A. & E.), Ltd., 2, St. Andrew's, Steward St., Birmingham, 18. End. 0916. (1954/R)

**B**UNTING'S MOTOR EXCHANGE offer unrivaled service of spares and repairs for Jowett Javelin and Bradford—Bonnersfield Lane, Harrow. Tel. 6226-6. (1973/R)

**K**INGSTON-ON-THAMES Main Agents for Jowett Javelin, Jupiter, Bradford vans and utilities, comprehensive spares and service facilities; trade requirements catered for.

**G. W. WILKIN, Ltd.**, Weston Park, and 84, Eden St., Kingston-on-Thames, Kin. 22412. (1954/R)

**A. V. MOTORS**, Ltd., Park Rd., Teddington, Middlesex, Tel. Kingston 0710—The Jowett specialists and area agents; over 25 years' Jowett experience; spares and service. (1973/R)

## LAGONDA

**CAR MART, Ltd.**

**1951** Lagonda 2½-litre saloon, radio, heater, 10,000 miles; £1,975—Car Mart, Ltd., 330, Euston Rd., N.W.1. Euston 1212. (C1059)

**HAROLD RADFORD & Co., Ltd.**

**OFFICIALLY** appointed Lagonda retailers.

**S**ALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). (C1047/R)

**C**HARLES POLLETT, Ltd., offer:—

**1951** Lagonda 2½-litre saloon, metallic grey with orange.

**18**, Berkeley St., W.1. Mayfair 6266.

**OFFICIAL** Lea-Francis Service Station, Barnsdale, Guy, off Elgin Ave., W.3. Cunningham 5936. (C1010)

**GUY SALMON AUTOMOBILES** offer:—

**L**AGONDA and Aston-Martin agents.

**1952** (September) Lagonda 2.6 coupe, 500 miles; £2,550—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C1001)

**1936** Lagonda 3½-litre sports saloon, in excellent condition.

**METCALFE & MUNDY**, 280, Old Brompton Rd., S.W.5. Frenant 5471. (C1064)

## LAGONDA

**BROOKLANDS**: Lagonda distributors; latest models.

**1952** Lagonda 2.6-litre coupe, mileage 6,000, grey.

**1951** Lagonda 2.6-litre coupe, beige; many extras.

**1950** Lagonda 2.6-litre saloon, one titled owner.

**BUY** or sell your car at

**103** New Bond St., London, W.1. Mayfair 8551-6. (C1029)

**DAVIES MOTORS**, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.), 16/30 sports tourer, well maintained throughout.

**1936** 4½-litre type L.G.45 drop head coupe, splendid condition throughout, extensively maintained by manufacturers, radio and several extras.

**1938** V12 sports saloon, over £300 expended on comprehensive recondition, including recalculation.

**1940** V12 Rapide drop head coupe, Sanction II engine, 3,500 miles since complete overhaul, one owner.

**FURTHER** particulars of these and other models now in course of preparation.

**DAVIES MOTORS**, Ltd., 237, London Rd., Staines, Tel. Staines 4211-2-3-4-5 (or private) Peapack 5584. (C1060)

**1952** Lagonda 2.6 drop head—Anthony Crook, Caterham 2232/3. (C1063)

**PERFORMANCE** Cars, good selection, always available, written guarantees—See under "Sports Cars". (C1041/R)

**2½** aluminium saloon, engine reconditioned, 3 tyres and battery new, £110 o.n.o.—Stokes.

**1** Geale's Crescent, Alton, Hants. (1917)

**£195** or £65 down, balance 18 months—Lagonda.

**1936** 4½-litre sports saloon, October, 1932, refinished in French grey, brown leather interior, excellent chrome, whole car in very nice condition.

**BERTY MASON**, 71, Crickfield Rd., B. Clapton, E.5. Amherst 1814. (1914)

**1936** 4½-litre Lagonda 4-seater drop head, new radiator, not yet run in after rebore by specialist firm, built to conform above, automatic jerks, excellent tyres; exceptional performance, comfort, condition and appearance; £500—Baxter, 11, Hope St., Liverpool, 1. (1912)

**LAGONDA** 1939 2½-litre saloon, total mileage 22,700. This is a one-owner car which has been most carefully used and maintained; finished in Burgundy with fawn leather interior, fitted with heater and radio and tailored loose covers to the front seats, this is an outstanding car providing real comfort with exceptional performance. New price £3,500—our price £1,100 or new offer—Arnold G. Wilson, Ltd., 232, Hatfield Rd., Leeds, 7. Tel. 44751. (1940)

## Lagonda Cars Wanted

**ROWLAND SMITH'S**, the Lagonda buyers—Hamstead High St. (Hamstead Tube). Ham. 6041. (1954/R)

## Lagonda Spares and Service

**DAVIES MOTORS**, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—what is the type we can offer specialised service.

**273** London Rd., Staines, Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. (1910)

## LANCHESTER

**TOM GARNER, Ltd., offer:—**

**1953** series Lanchester 14 saloon, black with beige upholstery, 300 miles only; £300 under list price.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C1020)

**STRATSTONE, Ltd.**, Lanchester Distributors.

**LANCHESTER** 10hp saloon (1951), black with red leather, small mileage, one owner; £290.

**LANCHESTER** 10hp saloon (1948), black with fawn leather interior, radio, loose covers; beautifully kept; £725.

**LANCHESTER** 14hp de luxe saloon (1939), black with brown leather; chauffeur maintained in excellent condition; £575.

**STRATSTONE**, 40, Berkeley St., W.1 (Mayfair 4404).

**S** Service, 7, Herbrand St., Russell Sq., W.C.1 (Ternianus 7464). (C1022)

**1948** Lanchester 10 saloon, blue, one owner, superb Arnold throughout; £625—Campbell 8ymonds, 10, Balham 1509. (C1057)

**£185**—1939 Lanchester 14 saloon, excellent condition; terms—Autumnis, 5, Balham High Rd., Balham 1509. (C1009)

**£270** or £20 deposit—1937 Lanchester 14 Roadster, saloon, black; refinished—Oldfield, 386, Kensington High St., W.14. Wes. 6631. (C1023)

**£175**—Lanchester 12 saloon, fully overhauled—Smith & Hunter, Ltd., 378, Kensington High St., London, W.14. Tel. Western 2812. (C1019)

**1939** Lanchester 14 drop head fourseater, coachwork beautiful; car; £425, o.n.o.—Icomb Hill Cottage, Icomb, 1954.

**LANCHESTER** 14hp 1937 Roadster saloon, genuine 14, 46,000 miles, showroom condition, red leather, original black cellulose, Burtonwood engine overhauled, log book proves unused 8 years; £225—Tel. Claretton (Watford, Herts) 2660. (1914)

**175** series—Lanchester 14, 1937, Roadster de luxe saloon, black, red leather, carefully used, excellent condition; terms; exchange; list open 9-7 week-days and Saturdays—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C1018)

**XXX** 1947 (May) Lanchester 10 saloon, a really immaculate one owner car, black with brown leather, sliding roof heater, thoroughly recommended, written guarantee; £500 terms, exchange.

**H. F. Edwards**, 200, Gt. Portland St., W.1. Langham 0012. (C1003)

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## LANCHESTER

**L**ANCHESTER 14 latest type saloon, few days old, heater, 200 miles, over £220 below list.—Green & Sons, Ltd., 240-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. (C3028)

**R**OWLAND SMITH'S, the Lanchester experts.—Hampstead High St. (Hampstead Tube) Ham. 6041. (1947/8)

**XXX** Cash immediately for good Lanchester, 1948, H. F. Edwards, 28, Upper High St., Epsom 9400. (W3001)

**C** A. PETO, Ltd., 43, North Audley St., W.1. urgently require post-war small mileage Lanchester cars in first-class condition.—May, 3051. (W3043)

## Lanchester Spares and Service

**P**RICES/LATOR car boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2811. (C1019)

**A** ROOT ENGINEERING, Ltd.—Franchise car boxes, exchanges and repairs.—168, Fulham Rd., S.W.3. Kensington 7501. (C627/8)

**C**ROYDOW.—Donald Vince & Co., Ltd., Dealers and Lanchester specialists for sales and service.—Siddermist Rd., Croydon 5715. (C689)

**L**ANCHESTER and Deimler spares, large stock of spares, parts, etc. for latest models.—Alma, 15, Loria Rise, Clapham, S.W.4. Macclesfield 4199 and 6252/3. (1946/8)

## LANCIA

**D**ICKS. Lancia Aprilia saloon, immaculate condition; 1939. 2455. (C1072)

**D**ICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Middlesex. (C1072)

**J**OHNS & TRUSCOTT, Ltd., usually have the best examples available. Exchanges, deferred terms. (1947/8)

**173** Westbourne Grove, W.11. Bay. 4274. (C4035)

**1937** Lancia Aprilia.—Autowork, Ltd., Winchester, 79, Winchester 4654. (C1019)

**O**CTOBER, 1938, recommended by Lancia 1951, first-class condition, receipts for repairs; £550.—Ken. 7852. Box 3755. (1451)

**£195** Lancia Augusta 4-door pillarless saloon 1953 in exceptional good condition throughout, leather interior, many others. (C1017)

**B**ENIMOTORS, Ltd., Holland Park, London, W.11. Park 5066-7. (5064, Holland Park Tube). Exchanges, h.p. (C1017)

**L**ANCIA Dilembia saloon by Weymann, exceptional condition throughout; £275-12, Weymann, 191, Langham 1991. (4778)

**£95**—4th series Lambda Weymann saloon, low build, sporting appearance and excellent mechanical order; exchanges or tube purchase. Alton Garage, Fiddington 3552. (C1017)

## Lancia Cars Wanted

**R**EQUIRED immediately, good Lancia, C. Edwards, Anniversary Lane, Harpenden, Herts. Tel. 118. (W2000)

**L**ANCIA Aprilia wanted, any year.—T. P. Brown, High Rd., N.10. Tel. Hillside 2593. (1947/8)

**L**ANCIA Aprilia cars wanted for cash.—The Hindhead Motor Works, Ltd. Tel. Hindhead 663. 11854

**R**OWLAND SMITH'S, the Lancia buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (1947/8)

**J**OHNS & TRUSCOTT, Ltd., are consistently good buyers of really fine Lancia.—173, Westbourne Grove, W.11. Baywater 4274. (W4035)

**K**EVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilia.—41-43, Hays Mews, Berkeley Sq., W.1. Gros. 2503. (1953/8)

## Lancia Spares and Service

**L**ANCIA (ENGLAND), Ltd.—English branch and sole L. representatives of the famous Italian company, all servicing and repair work, reconditioning, etc. carried out by our own staff of specialized mechanics. genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc. apply Lancia Works, Aliperton, Wetherby. (Peteale 5655.) (C3020/8)

## LA SALLE

**£345** 111-1938 La Salle drop head coupe V.8 57hp. Will sell and sell, £1,000 has been spent on this car since 1947 and it is in faultless condition; would suit most fastidious purchaser of quality pre-war American Roadster, terms and exchanges.—Oster Auto, 105, Peckham Rye, S.E.15. New Cross 2563. 14901

## LEA-FRANCIS

**B**ROOKLANDS: Individually, new and used cars. 1948 Lea-Francis 14hp sports 3-str. cres. (C1026)

**103** New Bond St., London, W.1. Mayfair 8351-8. (C1026)

**W**HEELERS (NEWBURY), Ltd., sole distributors for Lea-Francis in Berkshire and other counties (C1026)

**1949** 14-70 export model Lea-Francis sports saloon, one owner, heater, black with beige leather, beautiful condition throughout; £795. (C1026)

**1948** 14hp Lea-Francis saloon, excellent condition; heater, black with beige leather, £795. (C1026)

**THE Broadway, Newbury, Tel. 1080/1. (3070)**

**1948** Lea-Francis sports 3-seater, immaculate; £555.—Chapman Cars (London), Ltd., 837, Ruston Rd., London, N.W.11. Tel. Ruston 3558 (5 lines). (C1050)

**1949** (series) Lea-Francis Roadster, in cream with cream vinyls head, side curtains and tonneau cover in most beautiful condition; small mileage; £595, consider saloon car in part exchange.—Southwicks, Rungger's Walk W. Worthing, Sussex. Goring-by-Sea 4219. (C1057)

## LEA-FRANCIS

**N**AYLOR & ROOT.—1947 Lea-Francis 14 saloon, smoke grey, beautifully maintained throughout; £525; 6 months' guarantee.—5, East Hill, Clapham Junction S.W.11. Bait. 2252. (C3028)

**C**HARLES POLLETT, Ltd., Sole Distributors Lea-Francis London and Home Counties, offer the following cars which represent exceptional value and which have all been serviced and carry a three months written guarantee:—

**1951** Lea-Francis 14hp streamlined sal., metallic blue, radio, heater and de-mister, 14,000 miles, carefully maintained, this fast and attractive car offers at £1,450. (C3028)

**1951** Lea-Francis 24-1/2hp sports 2/4-seater, gun-metal, 14,000 miles, wind-up windows and cover type hood, a really comfortable sports car with 1000hp performance; £1,175. (C3028)

**1950** Lea-Francis (1951 body style) 14hp 4-door sal., maroon with maroon leather, one owner, radio, heater, and de-mister, mileage 21,000, this car has been beautifully maintained and driven, loose covers fitted the whole time; £995. (C3028)

**1951** Lea-Francis 14hp estate car, I.F.S., one owner, 10,000 miles only, natural wood and gunmetal, guaranteed; £1,095. (C3028)

**18** Berkeley Rd., Mayfair 6366. (C3028)

**O**FFICIAL Lea-Francis Service Station, Barnsdale Park, off Regent Ave., W.8. Cunningham 5356. (C3010)

**BY** private buyer, 14hp sports.—Costen, Ardingly, Sussex. (1494)

**C**HARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners. (C3028)

**S**HOWROOMS: 18, Berkeley St., W.1. Mayfair 6366. (C3028)

**B**ARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5356-7. (1953/8)

**L**EA-FRANCIS Spares and Service (C3028)

**S**PARES and services all models from the manufacturers.—Head Office and Works: Much Park St., Coventry, Tel. 60204-5-6. (1952/8)

**C**HARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners. (C3028)

**S**HOWROOMS: 18, Berkeley St., W.1. Mayfair 6366. (C3028)

**O**FFICIAL Lea-Francis London Service Station, Works (C3028)

**B**ARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5356-7. (1953/8)

## LINCOLN-ZEPHYR

**225** gns.—Lincoln-Zephyr, 1937, V.12 4-door 8-seater station wagon, natural timber body, glass all round, removable rear seat, rear entrance, carefully used, excellent condition; terms, exchanges; let: open 5-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hamstead 6041. (C4018)

## LLOYD

**L**OYD 6hp sports 4-seater, 1949, radio, sell or exchange, excellent condition, Bond Minicar.—Davis, 18, Albany Rd., Cardiff. (14900)

## MERCEDES

**!!** Chipped Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

## MERCEDES-BENZ

**M**ERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

**1951** type 170S 4-door saloon, black with brown leather interior, automatic steering, radio and heater, Embassy car, mileage under 14,000, in exceptional condition throughout. (C4584)

**1951** type 170S 4-door saloon, black with brown leather interior, automatic steering, radio and heater, mileage 2,300, first registered July 1951, in new condition throughout.—Victoria 8715. (14584)

**1947** (registered) Mercedes-Benz type 170V 14hp saloon, L.H.D., excellent order, £500.—Brookside Motors, 102, High Rd., Uxbridge, Tel. 184 10 a.m. to 7 p.m. (C1050)

**540K** Mercedes-Benz cabriolet 8, finished black and beige, black leather interior, the whole car in exceptional condition throughout, the engine having been overhauled this year by Mercedes at a cost of £280 (bills available), very small mileage only having been covered since this work was carried out; an exceptional bargain; £795, let for appointment to view.—145, Harbord Rd., Walton-on-Thames 2907. (5139)

**MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales, Service and Spares, 111 Grosvenor Rd., S.W.1. Victoria 6715. Night Service: Victoria 3144. (3165)**

## MERCURY

**1949** Mercury convertible, power-operated hood, windows, seat, covers, low mileage, glamorous car; £365.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. (3694)

## M.G.

**P**C M.G. T.D. Roadster, many essential extras. one owner, 15,000 miles, indistinguishable from new, 1951. £245. (C1026)

**M**G. T.O. 2-seater Roadster, green, 1949, £525; M.G. T.O. 2-seater Roadster, blue, 1949, £445. (C1026)

**M**G. T.O. 10hp 2-seater, new unit, 1950, £525; M.G. T.O. 10hp 2-seater, specimen, 1937, £295. (C1026)

**M**G. T.O. 10hp 2-seater, 1937, £295; M.G. 2-litre 10hp 4dr. four-door, 1938, £295. (C1026)

**M**G. P.A. 8hp 2-seater, 1934, £195; M.G. 12hp N.A. Magnette, 3-seater, 1944, £145. (C1026)

**M**G. 12hp N.A. Magnette 4-seater, 1956, £225; M.G. P.A. 8hp supercharged 2-seater, 1934, £195. (C1026)

**M**G. M. type 8hp 2-seater, choice of 2, from £55. (C1026)

**P**ERFORMANCE CARS (WINDMILL) Garage, Great West Rd., Brentford, Middlesex, Belling Road (4 lines), West End Show Hall, 107, New Cavendish St., W.1. Morden 6221. (C3041)

## M.G.

**G**E 1951: one owner, 9,000 miles only, M.G. 14-1/2hp de luxe 4-door sliding roof saloon, finished brilliant unmarred black and chromium, upholstered in best maroon leather, cream piping, contrasting carpets, with beautiful burr walnut polished fascia panel and fillets, most comprehensive instrument panel, including telescopic steering, sprung steering wheel, clock, spot light, concealed suitcases, built-in jacket, etc.; superbly maintained, extremely fast, genuinely exceptional order throughout; sale reason for sale owner deceased, written guarantee; £765, hire purchase, part exchange.—Geoffrey Edwards, Ltd., Anniversary Lane, Harpenden, Herts. Tel. 118. (C3030)

**C**AR MART, Ltd. (C3030)

**1951** M.G. T.D. 3,000 miles; £725. (C3030)

**1949** 30 M.G. T.C., radio, 8,000 miles; £595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. (C1039)

**R**AYMOND WAY. (C1039)

**R**AYMOND WAY OF KILBURN. (C1039)

**R**AYMOND WAY, The Hire-Purchase specialists. (C1039)

**1939** M.G. T.A. 14-1/2hp sports 4-seater, absolutely original, immaculate throughout, new hood and screen, original cellulose, green leather upholstery, open to any inspection, performance far above the average, a speedster car, owned by an enthusiast, 270gns. (C1047)

**H**IRE Purchase terms on the spot, no formalities or guarantors. Part exchange on £200 to choose from. Always 300 cars under £200 to choose from. (C1047)

**R**AYMOND WAY, Canterbury Road, Kilburn, N.W.4. Middle Vale 6044 connecting all frames and departments (Kilburn Park Station, Bakerloo line, 150 Rd.). (C1047)

**R**IPCO, Ltd., offer:— (C1047)

**1952** M.G. T.D. 3-seater, green, low mileage, extra, £765. (C1047)

**1951** M.G. T.D. 2-seater, blue, low mileage, one owner, extra, £655. (C1047)

**1949** M.G. T.C. 2-seater, black, 12,000, one owner; choice two from £525. (C1047)

**1947** M.G. T.C. 2-seater, red, all over tonneau, loose covers, new hood; £445. (C1047)

**R**IPCO, Ltd., (M.G. Franchise), 18, Albemarle St., W.1. Mayfair, London, W.1. Reprint 2953. (C3028)

**P**HILIP RICHARDS, Ltd., offer:— (C3028)

**1950** M.G. T.D. black/red, 2,700 miles, perfect.—2, Brick St., Park Lane, London, W.1. Grosvenor 4762-3. (C3054)

**J**ACK ROBE, Ltd. (M.G. Agents), offer:— (C3054)

**1951** M.G. 14 saloon, one owner, very clean, accept £715. (C3054)

**1949** M.G. 14 saloon in best condition unmarred, accept £625.—Black Horse, Ltd., Staffin Rd., Wallington, Surrey. Tel. Wallington 5677-8. (C3054)

**P**ARADE MOTORS (MITCHEAM), offer:— (C3054)

**1938** M.G. T.A. 2-seater sports, repainted, new hood, four nearly new tyres, complete engine overhaul; £325. (C3054)

**P**ARADE MOTORS (MITCHEAM), Ltd. 68-67, Monarch Parade, Mitcham, Tel. Mds. 3388. (C3054)

**B**ROOKLANDS: Individually, new and used cars. (C3054)

**1952** M.G. T.D. sports 2-str., supercharged; many extras; 7,000 miles; red, beige. (C3054)

**103** New Bond St., London, W.1. Mayfair 8351-8. (C1039)

**A**CLAND & TABOR, Ltd., Welwyn Hy-Pan, Herts, Welwyn 1011. (C1039)

**1951** M.G. 14 saloon, black, moderate mileage, immaculate throughout; £795. (C1039)

**!!** Chipped Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

**M**G. 14 saloon (Oct., 1951), 11,000 miles; £795.—Home, Fulham Hospital, S.W.6. (14949)

**1936** M.G. P.B. 2/4, exceptional condition, engine just run in; £325 o.n.o.—Box 4003. (14954)

**1939** 14-litre M.G. black coupe, completely rebuilt at cost of £500 in 1947, no defects.—Box 5020, repairs.—102, London Rd., Kingston, Tel. Kin. 1544. (10032/8)

**1948** M.G. T.O. 2-seater, absolutely unmarred; £635.—55, Sheil Rd., N.W.4. Hendon 1648. (4779)

**N**AYLOR & ROOT.—1952 M.G. T.D. sports 2-seater, black, beige hide, 7,000 miles, indistinguishable from new; £775. (C3054)

**1951** M.G. 14 saloon, maroon, red hide, radio, very attractive; £755; 6 months' guarantee.—55, East Hill, Clapham Junction, S.W.11. Bait. 2253. (C3054)

**1951** M.G. T.D., as new, numerous extras; £500.—Potter, Ridge House, Woldingham, Surrey, Woldingham 2100. (14888)

**1951** M.G. 14-1/2hp saloon; £775.—Green & Smith, Deansgate 3525-6. (C3088)

**1938** M.G. 14-1/2hp four-door, reconditioned engine, excellent, throughout; £395 or exchange; smaller car.—Box 3974. (14959)

**M**G. 1948 14-1/2hp saloon, black leather, exceptional condition; 20,000; £555 o.n.o.—Morris, Mayfair 6111. Office hours. (14888)

**1939** M.G. 14-1/2hp, immaculate, black saloon, exceptional condition; £425.—9, Woodmere Gardens, Shirley, Croydon. (14937)

**1951** 14 saloon, black, red upholstery one owner, 15,000 miles; £750.—Thorne's Garage, Ltd., Leatherhead, Surrey 2004. (4855)

**M**G. 1935 P.A. first-class condition, repainted silver, Scintilla magneto, 16in rear, good tyres and hood; £195.—Edwards 4464. 149



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- M.G.**  
M.G. 1½ saloon, 1950, maroon with fawn upholstery, good condition, £750. Moore, Botta Green, Whiteacre, Nr. Colchester, Warwickshire. (4757)
- 1951** M.G. 1½-litre saloon, one owner, radio, exceptional condition. — G. P. Morley, Ltd. 52, Streatham Hill, S.W.2. Tube Hill 4489. (C3016)
- 1951** 1½-litre M.G. saloon, 1,800 miles; £850. — Halls (Finchley), Ltd., Odon Parade, North Finchley, London, N.12. Tel. Hillside 1044. (13505)
- £635** — T.D. 1951 (July), cream, one owner, faultless — Richards & Carr, 25, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (C3045)
- £395** — 1953 M.G. 2.6-litre drop head four-seater, excellent condition — Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)
- £375** — 1946/7 T.C. 2-str., many extras, including spotlights, Mellorstone horns, chromium wheels, speedometer, excellent, tyres, taxed. — BRIAN FINCHLEY, 455, Burgess Sales and Services, 5, Pembroke Mews, Baywater, W.11. Baywater 3951. After 6, Tube Hill 4755. (C3069)
- 1937** T.A. M.G. condition good, recently top overhauled; £300 o.n.o. — Leithman, 67, Belwyn Crescent, Hatfield. Tel. 2421 after 5 p.m. (4754)
- £325** — M.G. 2 sports, immaculate, metallic green, characterised equipped, enthusiastic car. — A. Moseley, 138, Leicester Rd., Loughborough, Leics. Tel. 3030. (4785)
- 1938** M.G. 2-litre, 4-door sports saloon, excellent condition. — 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.
- M.G. Cars Wanted**  
THE CAR MART, Ltd. wish to purchase M.G. Cars — 320, Euston Rd., N.W.1. Euston 1212 (1096/R)
- PERFORMANCE CARS** urgently required. M.G. cars — Great West Rd., Brentford, Middx. (W3) 341/R
- M.G. Cars Wanted**  
**ROWLAND SMITH'S** the M.G. buyers — Hampstead High St. (Hampstead Tube). Ham. 6041. (1046/R)
- £150** cash offered by private buyer for sound T.A./TB M.G. — Tel. evenings, Southport 7729.
- XXX** Cash immediately for good M.G. — H. F. Edwards, 28, Upper High St., Epsom 8400. (1027/R)
- 1½** litre saloon or T.D. M.G. wanted — S. F. Ekinke & Sons, Ltd., 24, Commercial Rd., Woking 330. (1037/R)
- URGENTLY** required, 1947-51 M.G. 1½ saloons — Gibbons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1691. (1126)
- MAYFAIR GARAGES**, Ltd. — Particularly good cash buyer of 1½ models M.G.; telephone or write for buyers to call — Mayfair Garages, Ltd., Balderton Street (opp. Selfridge's clock), Mayfair W.1. Mayfair 8104-5. (1036/R)
- M.G. Spares and Service**  
**W. JACOB** & SON.  
**WE** specialise in spares and repairs for all models of M.G. — JACOB & SON, Mill Garage, Chigwell Rd., South Woodford, E.16. Wandford 0660. (1048)
- TOULMIN MOTORS** M.G. Specialists, station 6, Hounslow. See displayed advertisement page 6. (1054/R)
- PERFORMANCE CARS** — M.G. sales, service, repairs. — Great West Rd., Brentford, Middlesex. Ealing 8641. (1054/R)
- UNIVERSITY MOTORS**, Ltd. — Largest stock of M.G. cars outside the factory. — 7, Hertford St., London, W.1. Gro. 4141. (1056/R)
- M.G. Spares**, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc. replacement camshafts, rockers, dynamo, load springs, wheels, hubs, vertical drive assemblies; prompt postal service, c.o.d. and guaranteed workmanship in all our repairs. — A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station). (1035/R)
- MORGAN**  
**BARTLETT** — Morgan 1950 4/4 special streamlined 2-seater, 1,000 miles only since new; £495. — Pembroke Villa, W.11. (C1013)
- 495** cns. — Morgan 4/4 1949, 103hp drop head coupe, blue, black leather, 2 spare wheels, one careful driver, 13,250 miles, practically new condition, terms, exchanges. — Rowland Smith, below.
- 445** cns. — Morgan 4/4, late 1949, 103hp sports 2-seater, blue, black leather, good tyres, 2 unused spares, carefully used, exceptional condition; terms, exchanges; list, open 8-7 week-days and Saturdays — Rowland Smith, Hampstead (Hampstead Tube). (10315/R)
- Morgan Cars Wanted**  
**ROWLAND SMITH'S**, the Morgan buyers — Hampstead High St. (Hampstead Tube). Ham. 6041. (1046/R)
- EXCHANGE** 1946 Ford Anglia, excellent condition, for Morgan 4/4 drop head coupe, cash available; — Theodora, 6, Alexandra St., Blaine, Monmouthshire. Telephone Newport 4301. (4761)
- Morgan Spares and Service**  
**MORGAN** 4/4 official spare parts stockists, service and repairs. — Basil Roy, Ltd., 151, Gt. Portland St., W.1. Lambeth 7733. (1051/R)
- MORGANS** — All available spares in stock. — F. H. Deane, 25, South Ealing, W.5. Ealing 5971. (1075/R)
- MORRIS MINOR**  
**CAR MART**, Ltd.  
Morriss Minor tourer, 15,000; £525. (C3069)
- 1949** Morris Minor saloon, 8,000 miles; £495. — E. Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)
- H. A. SAUNDERS**, Ltd., offer: —
- 1950** Morris Minor saloon, black with beige interior, heater, recorded mileage 6,100; £595. — 632, High Rd., N.12. Hillside 6024. (C2027)
- 836** — PHILIP RICKARDS, Ltd., offer: —
- 1951** (Dec.) Morris Minor 4-door saloon, green, heater, 10,000 miles (subject one month's balance of B.M.T.A. Covenant) — 4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. (C3051)
- COOMBS & SONS (GUILDFORD)**, Ltd., offer: —
- 1949** (Nov.) Morris Minor tourer, 14,000 miles; £350. — COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. (10167)
- £495** — 1949 Morris Minor saloon, one owner; also £469 — (Nov.) 1949 Morris tourer, appearance almost like new; terms, exchanges; 20 other cars — Traynor Motors of East Ham, Gra. 2530/5034. (C3069)
- 1950** (May) Morris Minor tourer, black, one owner, 18,000 miles; £495. — W. J. BROWN, Ltd. Established over 30 years. 339, Finchley Rd., N.W.3. Hampstead 4414. (C1025)
- 1949** Morris Minor saloon, 6,600 miles; £375. — Hayes Renford 7641. (1096/R)
- 1949** Minor saloon, very radio — G. P. Morley, Ltd., 52, Streatham Hill, S.W.2. Tube Hill 4489. (10916)
- 1952** (July) Minor saloon, extras; £550. — B.M.T.A. clearance — Taylor & 45, Baring Rd., Beaconsfield. (1064)
- 1950** Morris Minor, perfect cond., any test; nearest £590 — Apply Smith Motors, Ltd., Stannary St., E.E.11, before 10 a.m. (4838)
- MORRIS MINOR**  
**1951** Morris Minor, under 5,000 miles (balance Covenant), one owner, extras; £575. — RUPCO, Ltd. (Morris) Purchased, 15, Alchemie St., Marlow, London, W.1. Regent 2952. (C2058)
- 1950** (May) Morris Minor tourer, 18,000 miles, immaculate condition, bargain; £455. — Tel. Gerrard 2261 (office hours). (4954)
- 1950** Morris Minor saloon one owner, green, 15,000 miles; £525. — E.F.S. Motors, Kingston By-Sea, Maher, Tel. Emmerbrook 3000. (C2004)
- 1951** series Morris Minor tourer, splendid condition, any trial; £450 or exchange — 11, Perrywood, Prestwich, Manchester. Tel. Prestwich 2507. (4956A)
- MORRIS MINOR** saloon, 1949 (Dec.), 1952 engine and suspension, heater, 21,000 miles, as new; £550 o.n.o. — 109, Cardinal Rd., Leytonstone. (5110)
- GUY ALFRED & Co., Ltd.** 1946 Morris Minor saloon, new tyres, radio, Ace rimblenders, 1950 condition; £385 only — 6-7, Warren St., E. 1. Euston 3221. (C1005)
- 1949** (December) Morris Minor tourer, 22,000 miles, new engine (just fitted); £425. — L. F. Dove, Ltd., 111-115, Addiscombe Hill, Croydon. Addiscombe 3066. (10916)
- 1950** Morris Minor saloon, black, beige leather, immaculate; £355. — R. S. Currie & Co., 105, Westbourne Grove, Bayswater, W.2. Baywater 0085. (W1065)
- WALTER SCOTT**, Ltd. — 1950 Morris Minor saloon, beige, low profile, new engine, subject to completion of B.M.T.A. covenant — Bonalack & Sons, Nursery Lane, E.7. Cranecroft 2465. (10436)
- 1952** (November) Morris Minor saloon, 156 miles, construction price, subject to completion of B.M.T.A. covenant — Bonalack & Sons, Nursery Lane, E.7. Cranecroft 2465. (10436)
- 545** cns. — Morris Minor, 1950, Jarvis convertible coupe, Roman green, fawn upholstery, one owner, genuine 8,000 miles, very carefully used, nearly new condition, terms, exchanges; list, open 8-7 week-days and Saturdays — Rowland Smith, Hampstead (Hampstead Tube). (10418)
- 495** cns. — Morris Minor, late 1949 saloon, black, fawn upholstery, the perfect owner, good tyres, moderate mileage, exceptional condition, taxed; terms, exchanges; list, open 8-7 week-days and Saturdays — Rowland Smith, Hampstead (Hampstead Tube). (10418)
- 1949** (November) Morris Minor, tourer, brown leather upholstery, taxed year, whole car in excellent condition — any trial or inspection guaranteed; £495. — L. J. M. Morris, Ltd., 101, Brighton Rd., Surrey, Tel. Uxlands 4841. (C2050)
- Morris Minor Cars Wanted**  
**C. M. THE CAR MART**, Ltd. wish to purchase Morris Minor cars — 320, Euston Rd., N.W.1. Euston 1212. (10716/R)
- LOW-MILEAGE** Minor or similar required now — 54, Siretham Hill, S.W.2. Tube Hill 4489. (1047)
- ROWLAND SMITH'S** the Morris buyers — Hampstead High St. (Hampstead Tube). Ham. 6041. (1046/R)
- MORRIS EIGHT**  
**COACHCRAFT** offer: —
- £200** — 1939 series E Morris 8 saloon de luxe, excellent running order, carefully used, full servicing records available; 3 months' written guarantee, terms, exchanges — Coachcraft, E.10. E.10. Fincham, Tel. 6539. (C1053)
- GATHEHOUSE MOTORS** offer: —
- 1938** Morris 8hp saloon, choice of two, from £175. — Gathehouse Motors, Ltd., Highgate Village, London N.6. Mou. 4444. (C2021)
- GLANFIELD LAWRENCE** offer: —
- 1948** Morris 8 4-door saloon, black/brown, one owner and 20,000 miles only, exceptional condition throughout; £435. — 407, High Rd., N.12. Finchley 0061. (C2855)
- 1948** Morris 8 4-dr. sal., black/brown, 19,000 miles, as new; £495. — TUCKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3555. (C4029)
- PRIDE & CLARKE**, Ltd., 1946 Morris 8 saloon, black, brown leather, very good condition; £299. — THREE months' guarantee, terms, exchanges; list: — Stockwell Rd., S.W.5. Brighton 6251. (15022)
- £295** — 1948 Morris 8, series E de luxe saloon, looks like post-war example. — Below even 11-11-52, Morris 8 saloon, in genuinely original and spotless condition for its age, over £100 recently spent on this vehicle; 3 months' guarantee; hire purchase, exchange, cash. — LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. (C2052)
- 1947** Morris 8 saloon, black, one owner, very clean; £375. — Cranmore, Tel. 2040 Potters Bar. (C1062)
- 1948** Morris 8 4-door saloon, black/brown leather, covers, almost unmarked; £365. — John Trigg, Ltd., Esher Rd. (1062)
- 1948** Morris 8 saloon, very nice condition; £359. — S.E.4. Tideway 3779. (C3910)
- J. CORRYTON**, Ltd. offer 1946/7 Morris 8 saloons from £395; 6 months' guarantee; licensed — 139, Fulham Rd., S.W.3. Ken. 1410. (14852)
- BRUTONS**, Ltd. — 1948 Morris 8 4-door saloon, as new, taxed, 24,000 miles, running; £425. — 15-13, Oteira Mews, Empress Gate, S.W.7. Frenamite 0542. (C1026)
- 1946** Morris 8 saloon, splendid order and appearance; £355. — R. S. Currie & Co., 105, Westbourne Grove, Bayswater, W.2. Baywater 0085. (10436)
- 1947** Morris 8hp 4-door saloon, black, radio, exceptional condition; £355. — J. Davis, 105, Brompton Rd., S.W.3. Kensington 1105. (C1069)
- 1948** Morris 8hp 4-door saloon, black, 13,000 miles, one owner, taxed; £450. — Welham, 5, Surbiton Hill Rd., Surbiton, Elmbridge 1673. (1569)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## MORRIS EIGHT

1947 (Dec.) Morris 8 4-door saloon; £450.—Halls Finchley, London. N.12. Tel. Hillside 1044. (1306)

295 gns.—Morris 8, 1946, de luxe saloon, black, sliding head, brown leather, one owner, very good condition; terms, exchanges.—Rowland Smith, below.

175 gns.—Morris 8, 1937, de luxe saloon, green, sliding head, green leather, good condition, taxed; terms, exchanges.—Rowland Smith, below.

165 gns.—Morris 8, April 1950, 2-seater, maroon, good condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Morris 8, 1935, de luxe saloon, black, sliding head, blue leather, good condition; choice of 10 Morris 8s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampton (Hampton) Tube. Hampton 6041. (C4018)

1947 Morris 8 saloon, indistinguishable from new, taxed, £395.—Bernard & Clements Ltd., 53 Watford Way, Hendon Central, N.W.4. Hendon 4146. (C4018)

1939 series E Morris 8 tourer, reconditioned throughout, new hood, etc., any inspection; £250.—Wm. A. Campbell, 13, Parade Mews, West Norwood, S.E.27. (4830)

£425.—18,000 miles, Morris 8 4-door saloon, April, 1947, just as new; terms; exchanges.—O. B. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (C2031)

1948 (Nov.) Morris 8hp 4-door series E, black, 23,000 miles, one titled owner, outstanding condition; £425; exchanges; deferred terms.—John S. Truett, Ltd., 175, Westbourne Grove, W.11. Day, 6274. (C2031)

1936 Morris 8hp utility 4-ctr. (rear seat removable), red and grey, sound condition, suitable for light delivery, 12,000 miles, taxed; £430.—L. D. 492-6, Chiswick High Rd., W.1. Tel. Chiswick 0556 & 2619. Open 8.30 a.m. to 6.0 p.m. except Thursdays 9 a.m. (1509)

## Morris Eight Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampton High St. (Hampton) Tube. Ham. 6041. (0977/R)

REQUIRED immediately, good Morris 8.—G. Edwards, Amersham Lane, Harpenden, Herts. Tel. 118. (W2000)

## MORRIS TEN

1948 Morris 10 4-door saloon, buff cellulose, brown leather interior, one owner, moderate mileage; £470.

WHITE MOTORS, 951-961, Garratt Lane, Tooting E Broadway, Tel. Balham 2744, seven lines. (C2005)

1946 Morris 10 saloon, black, excellent throughout; £360.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kio. 2841. (C4055)

1939 Morris 10, immaculate condition throughout; £335.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. (C3005)

1939 Morris 10 saloon, black, excellent order throughout; £430.

L. YNK, FRANK & WAGHTAP, 2-5, Crouch End Hill, N.5. Mountview 4401. (C2005)

1946 Morris 10, exceptionally good order, revalued and reconditioned engine; £395.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 0755. (C2005)

1948 Morris 10 saloon, one owner, moderate mileage, excellent order, three months' guarantee; £395.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). (C1061)

£125.—1936 Morris 10, good condition.—White House, Hare St., Buntingford, Herts. Buntingford 104. (4827)

1937 Morris 10, excellent condition, radio, 665 spare recent; others—A. Stoop Hill, Streatham 3547. (4975)

£365.—1948 Morris 10hp saloon de luxe, one owner.—Vandervell, 215, Haverstock Hill, N.W.3. Primrose 4441. (C4037)

365 gns.—Morris 10, October 1946, saloon, black, one careful owner, good tyres, excellent condition, taxed, terms, exchanges.—Rowland Smith, below.

225 gns.—Morris 10, 1939, de luxe saloon, black, sliding head, brown leather, one owner, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampton (Hampton) Tube. Hampton 6041. (C4018)

WALTER SCOTT, Ltd.—1946 Morris 10, black, exceptional condition; £345.—39, College Crescent, Hampton, N.W.3 (Swiss Cottage Tube). Pri. 5914. (C4006)

1939 Morris 10 saloon, black, reconditioned engine, done 10,000 miles, excellent condition; £295.—Barr Motors, Ltd., 75, Albany St., N.W.1. Euston 6594. (5085)

J. CORRYON, Ltd., offer 1948 Morris 10 saloon, green and black, 6 months' guarantee; £445; demonstrations anywhere reasonable by appointment.—138, Fulham Rd., S.W.3. Ken. 1410. (4821)

1938 Morris 10 4 saloon, excellent condition, original paintwork, upholstery, etc., unmarked, fitted radio; £250.—Worthing Motor Co., Ltd., Broadwater Rd., Worthing 71. (4611)

£250.—Morris 10 1939 saloon, green, splendid mechanical, electrical condition, maintained very high standard, good performance, many replacements, revalued, covered equal new car, leather upholstery, genuine honest offer.—Updells 1233. (4980)

1947 Morris 10 black saloon, brown leather, good engine and tyres, clean appearance; £375.—Maitland & Harrison, Ltd., 452-3, Chiswick High Rd., London, W.4. Tel. Chiswick 0556 & 2619. Open 8.30 a.m. to 6.0 p.m. except Thursday 1.0 to 5.0 p.m. (1509)

## MORRIS TEN

MORRIS 10 1947 sunline saloon, black, brown upholstery, regular servicing and attention, taxed; £475.—J. C. 181, Croy. 181. (4778)

## Morris Ten Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampton High St. (Hampton) Tube. Ham. 6041. (0977/R)

## MORRIS TWELVE

1938 Morris saloon, 12hp, very good condition.—Beardmore, 26, Queensway, W.A. Baywater (C1015)

MORRIS 12 black saloon, brown leather, carefully used, good condition; £300.—Walham Cross 2475/2017. (1509)

59 gns.—Morris Cowley, 1933 saloon, black, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampton (Hampton) Tube. Hampton 6041. (C4018)

## Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampton High St. (Hampton) Tube. Ham. 6041. (0977/R)

## MORRIS OXFORD

CAR MART, Ltd., 1700 Lakeside, 6355, Oak Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. (C1039)

COACHCRAFT, offer:—1949 Oxford saloon, two owners from new, very clean car in excellent running order; 5 months' written guarantee; terms to suit and exchange.—Coachcraft, Elm Rd., Epsom, Surrey. Tel. 6559. (C1053)

PHILIP RICHARDS, Ltd., offer:—(Dec.) Morris Oxford, green, 7,000 miles.

1951 Morris Oxford, 5,000 miles, new condition.—Brink St., Park Lane, London, W.1. Grosvenor 4773/3. (C2051)

MCKINNON MOTORS, Ltd., offer:—(May) Morris-Oxford saloon, green, beige interior, one owner, 4 practically new Dunlop tires, 30,000 miles, taxed; £430.

MCKINNON MOTORS, Ltd., "Lancham House," 5, Stafford Rd., Wallington, Surrey. Established 1908. Tel. Wallington 5494. (C5020)

CHARLES RICHARDS, Ltd., offer:—1949 Morris Oxford saloon, beige, fitted heater, one owner, in good condition throughout; £550.

A L50 a good selection of genuine low mileage cars. Baywater Rd., W.3 (next door Lancaster Gate Tube sta., 5 mins. from Marble Arch). Tel. 1830. (C5050)

1950 Morris Oxford, 9,000 miles, one owner, condition as new; £470.

MIDLAND MOTOR CO. (BEDFORD), Ltd., 52, Midland Rd., Bedford, Tel. 4144. (4787)

1952 Oxford, 4,000 miles, subject to co-tenants; £775.—Mansfield Autos, Ltd., Euston 2567. (C5001)

1950 Morris Oxford saloon; £325.—Blue Star Garage, 617, Finchley Rd. N.W.5. Ham. 2254. (5066)

1951 black one owner, 6,000 miles, heater, perfect condition; £490.—Thorpe's Garage, Ltd., Leatherhead, Surrey 2066. (4884)

1950 (August) Morris Oxford saloon, fitted heater, green, green leather, 22,000 miles, carefully maintained; £395.—Southend 45126. (4976)

1951 Morris Oxford, black, one owner, guarantee; £710.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. (C4018)

1951 (April) Morris Oxford saloon, black, brown leather, latest type Dunlop (upholstery), heater, 12,000 miles, as new, free of B.M.T.A. restrictions; £775.

W. J. BROWN, Ltd., Established over 30 years. 339 Finchley Rd., N.W.3. Hampton 6414. (C1025)

1950 (Feb.) Morris Oxford saloon, grey, with brown leather, fitted heater 10,000 miles, as new; £530.—Gibbons Sports Cars (Exchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1661. (4478)

1951 (September) Morris Oxford, 10,000 miles, one owner, green with green leather upholstery, kept as new; £475.—G. B. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (C2031)

## Morris Oxford Cars Wanted

CAR MART, Ltd., wish to purchase Morris Oxford car.—150, Park Lane, W.1. Grosvenor 3454. (0977/R)

ROWLAND SMITH'S, the Morris buyers.—Hampton High St. (Hampton) Tube. Ham. 6041. (0977/R)

URGENTLY wanted from original private owner, late model Morris Oxford saloon.—Wilcox (Slough), Ltd., Morri-House, Chaddes St., Slough, Bucks. (W4053) 2438.

## MORRIS SIX

1950 (Aug.) Morris Six, finished in black and brown, fitted heater, one owner; £575.

ERIC HAYES, Ltd., 15, Bishop's Bridge Rd., Paddington, W.2. Paddington 069. (C2033)

£575.—Morris Six saloon, 1950, in maroon, a one owner car, Link protective main and seat covers fitted when the car was first registered, immaculate interior and in the same very exceptional mechanical order.

CAMDEN MOTORS, Leighton Burnard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue. (C1035)

## MORRIS SIX

1950 Morris Six, immaculate condition, black with red upholstery, arm rests, Dunlop 16 front seats, heater, twin twin for lamps; £565.

TRENT MOTOR TRACTION CO., Ltd., Uttoxeter New Rd., Derby. (4879)

ARCHIE SIMONS & Co., Ltd.—1949 Morris Six saloon, color black, fitted loose covers, wheel embellishers, a very attractive car at a very attractive price; £355.—84, Cl. Portland St., W.1. Lat. 1545. (C4013)

## Morris Six Cars Wanted

CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3454. (0977/R)

## Morris Miscellaneous Cars Wanted

GENUINE Morris spares immediately available in the S. MORRIS & Co., Cleveland Garage, Cleveland St. W.1. Tel. 1932/1674. (1054/R)

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6566, for Morris spares, sales and service.—309, Balham High St., S.W.17. (0521)

WEST LONDON.—Rugers Garage; repairs and service, stockists.—New address, Walsley Ave., Pudding-wood Rd., W.6. Riverside 2644-5. Old and new friends welcome. (R3054/R)

## NASH

NASH CONCESSIONAIRES, Ltd., have for disposal:—STATEMAN 4-door saloon, black, leather upholstery, radio, overdrive, r.h. drive. (1054/R)

RANBLER 2-door Country Club, radio, heater and overdrive, r.h. drive. (1054/R)

THESE cars are new and unregistered.

NASH CONCESSIONAIRES, Ltd., Nash St., Albany St., N.W.1. Tel. Euston 3556-6, 1303. (4886)

## OLDSMOBILE

DISTRIBUTORS (RAWLEIGH), Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. (0617/R)

1947 Oldsmobile Hydramatic, left-hand drive; £775. Rd., London, N.W.1. Tel. Euston 5228 (3 lines). (C1006)

1949 Rocket Oldsmobile 66 4-door saloon, low mileage, hydramatic drive, radio, heater, beautiful condition; £455.—Taylor & Crawford, Kensington Court, W.6. Western 6015. (1178)

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garage, Ltd., 2, Lexington St., W.1. (Gerrard 6620). Service Workshops and Spare Parts, 7, Penrithville Villas (nr. Westbourne Grove) W.11. (Bayswater 6556-7). (0578/R)

## Oldsmobile Cars Wanted

LEX GARAGE, Ltd., are interested to buy sound model Oldsmobile cars.

LEX GARAGE, Ltd., 2, Lexington St., W.1. Gerrard 6620. (0627/R)

SIMPSON (RAWLEIGH), Ltd., the Oldsmobile buyers. Wembley 6691/3903. (W4015/R)

DISTRIBUTORS (RAWLEIGH), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy used and re-run models at good price. (0118/R)

## OPEL

£150.—1937 Opel 17hp, 7-passenger limousine, Lark, N.W.8. Hampton 6495. (C1026)

OPEL cabriolet, 1938, 15.3, 4-cylinder chv. fast, popular model; £155; hire finance, A.A. inspection and obdient in Pri. 6159. (5083)

95 gns.—Opel Cadet, 1937, 12hp, saloon, black, red leather, good tyre choice of 5 Opels; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampton (Hampton) Tube. Hampton 6041. (C4018)

## Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampton High St. (Hampton) Tube. Ham. 6041. (0977/R)

MAYNOR MOTORS, Ltd., Opel distributors, buyers of all models—1-4, Southampton St., Southampton. Tel. Southampton 3596, 4944. (0631/R)

## Packard

£150.—1937 Opel 17hp, 7-passenger limousine, Lark, N.W.8. Hampton 6495. (C1026)

1948 Packard Super 8 convertible, right-hand drive, radio, heater, Taylor & Crawford, 48, Kensington Court, W.2. Western 6015. (4870)

1939 Packard coupe, 30hp, recently completely reconditioned, colour grey, revalued, 10,000 miles.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4954. (C4036)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- PACKARD**  
**£195** 11-1938 Packard 3400 Straight 8 drop head coupe, very low car, really good chassis; terms and exchanges.—Oliver Auto, 100, Peckham Rye, S.E.15. New Cross 2563. (14908)
- PACKARD** Six d.h. foursome coupe, 1938, in really outstanding condition throughout, always serviced regularly and maintained in finest condition possible, real soft leather upholstery, new tyres, battery and brakes, taxed; reluctantly compelled to sell at the very low price of £390, or nearest.—Pol. 2528. (14981)
- 1938** Packard Six drop head coupe 5-seater, stored until January 1949, 8,000 miles since complete overhaul costing £300, full history available, fitted heater, defroster, windscreen wash, foglight, reversing light, etc., owner purchased new car; nearest offer £450 for quick sale.—W. A. Hensby, Savernake House, Old Station Rd., Newmarket. (14926)
- 14** IMOUSINE 1939 Super-8 Deluxe Coachwork, partition, 14 forward, black, genuine low mileage, magnificent throughout, privately owned. £760. (P113) Limousines (Listed Posted). Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)
- Packard Cars Wanted**  
**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., the Packard buyers.—Wembley 6891/3903. (W4015/R)
- JOE THOMPSON (MOTORS)**, Ltd., Packard Specialists, 97, Fulham Rd., S.W.3, Kensington 4859. (C1019/R)
- ROWLAND SMITH'S**, the Packard buyers, Hampstead High St. (Hampstead Tube). Ham. 6041. (0983/R)
- LEONARD WILLIAMS & Co** (1940) Ltd., Packard & Sole Concessionaires, Great West Rd., Brentford, Middlesex. Baline 3400. (0191/R)
- Packard Spares and Service**  
**JOE THOMPSON (MOTORS)** Ltd., Packard spares & repairs specialists.—97, Fulham Rd., S.W.3, Kensington 4859. (C1019/R)
- LEONARD WILLIAMS & Co** (1940) Ltd., Packard & Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Baline 3400. (0469/R)
- PEUGEOT**  
**1941** regn. mod. 403, wood running order, but water pump and starter need attention; price £145 for quick sale.—Sandhurst, Oro. 6966, during business hours. (5122)
- Peugeot Spares and Service**  
**PEUGEOT** 403, complete car, all parts available.—Sandhurst, Oro. 6966, during business hours. (5123)
- PLYMOUTH**  
**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., for full list see under "American Cars." (C4015)
- PONTIAC**  
**A** CRES offer:—  
**1939** Pontiac 2-door drop head foursome, finished in grey with pinkish upholstery, this car is 100% mechanically sound and fitted with new hood and excellent tyres, and has been beautifully maintained and is in magnificent condition throughout; must be a bargain. £295.  
**A** CRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2, Tel. Tulse Hill 1929, And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4, Tel. Maresfield 5211-2. (C1002)
- SIMPSON'S offer:—**  
**1951** Pontiac saloon.—Simpson's Motors (Wembley), Ltd., (American Car Specialists), Wembley 6891/3903. (C4015)
- Pontiac Cars Wanted**  
**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., the Pontiac buyers.—Wembley 6891/3903. (W4015/R)
- Pontiac Spares and Service**  
**FOR** Pontiac spares and Pontiac service.  
**U.S. CONCESSIONAIRES**, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3, Tel. Flaxman 7752-4. (0617/R)
- Sole distributors Great Britain for Pontiac cars and Pontiac parts.**  
**COLBORNE GARAGE**, Ltd., Rye, Surrey, the Volkswagen people, now appliance service repairs, etc., for the Porsche.—50, Rye 2561. (0629/R)
- RACING CARS**  
**COOPER'S GARAGE (SURREY)**, Ltd., of Surbiton, Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars. (0821/R)
- Racing Cars Wanted**  
**COOPER** wanted, rack and pinion steering.—Box 3925, 14769.
- RAILTON**  
**MAJOR J. P. M. BARBER**, 10, Sussex Mews East, W.3, Paddington 8639 (night Raywater 6753). All models available and wanted. (14987)
- A-ONE MOTORS (LONDON)**, Ltd.—Second to none selection, also spares, reconditioned engines and after-sales service.—24, North Side, Wandsworth Common, S.W.18. Vandyke 5181. (10533/R)
- RENAULT**  
**WELHAM'S RENAULT SALES & SERVICE**, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer the following Renaults:  
**1950** 750 model, luggage top, extras, 12,000 miles; £245.  
**1949** 4-door saloon, choice of 3; from £345.  
**1949** 5-door saloon de luxe; from £250; choice of 2.  
**1939** 12hp saloon de luxe, black; £275. (0126/R)
- £495** 11-1951 Renault 750 4-door saloon de luxe model in most attractive all-round condition with a very modern interior.  
**CAMDEN MOTORS**, Leighton Buzzard, Beds, Tel. 2041. Open till 8 p.m. Write for catalogue. (C1095)
- RENAULT** cars, spares parts, repairs and service.—Renault Ltd., Western Ave., Acton, W.3. Acton 4656. (10421/R)
- MAYFAIR GARAGES**, Ltd.—1949 model 8.5hp 4-door de luxe saloon, beige, leather upholstery, nominal mileage, extremely smart car with fine road performance, 3 months' guarantee; £245.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1, Mayfair 3104-5. (C1906)
- Renault Cars Wanted**  
**ROWLAND SMITH'S**, the Renault buyers, Hampstead High St. (Hampstead Tube). Ham. 6041. (0983/R)
- RICHARDS & CARR** by rear-engined Renaults.—45, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (W9345)
- WELHAM'S RENAULT SALES & SERVICE**, Surbiton, Hill Rd., Surbiton, Elmbridge 1873, purchase all models. (0127/R)
- Renault Spares and Service**  
**D'ISMANTLING** 1937 Renault 16/4 coupe, all parts, other models.—"Motompin", Oswestry, Tel. 480. (0344/R)
- GLANFIELD LAWRENCE**, 2-10, City Rd., London, E.C.4. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. (0911/R)
- RILEY**  
**CAR MART**, Ltd.  
**1948**—40 Riley 2 1/2-litre saloons, guaranteed; £695. Euston 1212. (C1013/R)
- SAUL & SLATTERY**, Ltd., offer:—  
**1949** Riley 2 1/2-litre 3-seater, red with beige leather upholstery; £695.  
**44**—40 Daimlers Hill, N.13. Tel. Palmers Green 1205/7173. (C10402)
- BOON & PORTER**, Ltd., distributors.  
**1949** (September) 1 1/2-litre saloon, green, fitted heater, excellent condition, 24,000 miles; £765. Casteau, S.W.13 (by Hammersmith Bridge). Riv. 4444. (C1032)
- GUY SALMON AUTOMOBILES**, offer:—  
**1949** Riley 2 1/2-litre saloon, choice of two superb examples; £795.—Portsmouth Rd., Thames Ditton, Esherbrook 551-5-3. (C1059)
- COOMBS & SONS (GUILDFORD)**, Ltd., offer:—  
**1950** Riley 2 1/2-litre, 13,000 miles; £925.  
**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9. (C1013/R)
- SUSSEX specialists for Riley cars and spares—Cayliss**, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. (0057/R)
- £325**—1939 Riley 12/4 saloon.—Autoway, Ltd., Winchester, Tel. Winchester 4834. (C1010/R)
- £850**—1950 Riley 2 1/2, roadster.—Autoway, Ltd., Winchester, Tel. Winchester 4834. (C1010/R)
- 1951** Riley 2 1/2, 11,000 miles.—Anthony Crook Caterham 2235-5-3. (C0279/R)
- 1950** Riley 1 1/2 saloon, sun bronze, as new; £1,025.—Cranmore, Tel. 2040 Potters Bar. (C1062)
- BEARDS**, of Kingston, Riley specialists, sales spares repairs.—102, London Rd., Kingston, Kingston 3548. (C0279/R)
- PERFORMANCE CARS**—Good selection always available; written guarantee.—See under "Sports Cars." (C0917/R)
- RILEY Falcon 12/4**, 1935, first-class condition, any trial; £235 o.n.o.—Bushey Heath 2577 after 4. (4978)
- RILEY 1949 (Oct.) 2 1/2-litre**, ivory, radio, immaculate showroom condition, mileage 17,000; £895.—Eltham 2440. (0695)
- 1937** Riley 1 1/2-litre Kestrel saloon, sound condition; £175.—Worthing Motor Co., Ltd., Broadwater Rd., Worthing 71. (14913)
- RILEY 1 1/2-litre**, 1947, black with green leather, radio, 14,000 miles, excellent condition; £725; no one else.—Hastemere 498 or 1185. (14982)
- IMP**, beautiful condition, sell reasonable offer, preferably 1 exchange shooting brake or saloon.—McCluskey, Mile End, Colchester, Tel. 3078. (14971)
- ENTHUSIAST** going abroad offers excellent 1937 1 1/2-litre Kestrel; near £300.—Davidson, Beveridge House, Barrow-in-Furness, Lancs. (0279/R)
- 1949** 2 1/2-litre Riley, immaculate, heater, Ace Rim-bellahara; £725.—Scott Cars, 547, Finchley Rd., N.W.3. Ham. 2100/8676. (3062)
- 1947** Riley 2 1/2 saloon, original owner, carefully maintained; £250 or 1st exchange KX130.—Tel. 1211. (14971)
- RILEY** 9 Monaco 1939 fabric, mechanically perfect, good tyres, no oil, first colour; £35.—Haynes, Ardenian, Marston, Thane 2273. (14982)
- 1951** (August) Riley 2 1/2-litre saloon, 12,000 miles, £100 worth of extras, spotless; £1,025.—Cyril Sheppard of Sheppards Hill, Reading, Sonning 2348. (14913)
- RILEY 1 1/2-litre black saloon**, 1947, excellent condition throughout, trial anywhere; £695 or terms.—Lenzini, 168, Penistone Rd., Sheff. Tel. 43402. (0623)
- 1948** Riley 1 1/2-litre saloon, black, red leather, immaculate; £650.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadows 2281. (04011)
- 1952** 1 1/2-litre Riley, black one owner, 5,700 miles, full loose covers, expert examination welcomed; price £1,100.—118, Graywood Ave., Coventry, Tel. 6073. (14972)
- 1947** 1 1/2-litre Riley, completely overhauled and reconditioned March, 1950, at cost of £300, fully available inspection; £590.—Paddington 1280, ext. 167, after 6 p.m. (14974)
- RILEY**  
**£25** down, £50 cash, Riley 9 fabric saloon, good mechanically, battery and tyres excellent; exchanges or hire purchase.—Alton Garage, Paddington 3552. (14982)
- £125**—Kestrel 9, special series engine, Scintilla mas, sound car throughout, taxed, 1934 (Aug.)—Boothville Garage, Kettering Rd. N., Northampton, Tel. Moulton 2218. (14987)
- 1950** (October) Riley 2 1/2-litre saloon, guaranteed genuine mileage under 2,600, black/beige leather, one owner, fitted radio and heater, an unrepeatable opportunity at £995.  
**RIPPOD**, Ltd. (Rileys Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2562. (C1062)
- 1947** (May) Riley 1 1/2-litre saloon, black with green leather, one owner, fitted heater, perfect; £625.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. (14981)
- 1951** Riley 2 1/2-litre saloon, black, 8,500 miles, flawless throughout; offered by original private owner, £1,100 or nearest.—Simon, Firwood, Alderley Edge, Cheshire. Tel. Alderley 2409. (14980)
- 1937** Riley Kestrel 1 1/2-litre, series 8.27K, recently overhauled, repaired, Rotoflow shock absorbers, good condition, fast car; £350.—Apiton 37, East Hill, S.W.18. Vandyke 5015 or Newdigate 225. (1444)
- £750** 11-1951 Riley 1 1/2-litre 12hp saloon, April 1949, maroon and black with maroon hide interior, one owner car, 12,000 miles, heater, spot on, one of the very best we have handled, other Rileys in stock from a 1935 Kestrel at £155, a 1937 Kestrel including a genuine "Sports" 1 1/2-litre saloon with 3000 cc engine and a late 1951 2 1/2-litre and a 1 1/2-litre model.  
**CAMDEN MOTORS**, Leighton Buzzard, Beds, Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)
- 1952** Riley 2 1/2-litre de luxe saloon, this car is a perfect example of this famous high performance sports saloon, this car cost £1,775 with its many extras a few months ago is now offered at the low figure of £1,225, no one knows with no leather upholstery, taxed and insured; exchange welcomed; any trial or examination.—Erskine Motors, St. Elope Rd., Coventry. Tel. 811/1-2. (5128)
- Riley Cars Wanted**  
**C**  
**THE CAR MART**, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. (0969/R)
- ROWLAND SMITH'S**  
**ROWLAND SMITH'S** the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0983/R)
- RILEY 2 1/2-litre Roadster**, offered; offering Triumf 3000 cc 12hp saloon, details, see under "Sports Cars." (C1010/R)
- ELECTRO MOTION**, Ltd., 61, King St., Leicester, Tel. Leicester Granby 455-4. (5125)
- XXX** Cash immediately for good Riley.—H. P. Edwards, 26, Upper Rye St., Epsom 3400. (W2004)
- BLAKES**, Riley distributors, will purchase any cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. (7735)
- RILEY 9 1936-8** wanted privately, original condition, no previous accidents.—Nunn, 139, Surrenden Rd., Brighton, Tel. 57015. (5100)
- C. A. PETO**, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Riley cars, in first class condition.—May, 2051. (W4045)
- URGENTLY** required, 1946-52 Riley 1 1/2-litre saloons.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. (1185)
- FRANK L. HALL OF MALDENHEAD**  
**SPECIALISED** knowledge and personal supervision of Riley sales and service, guaranteed satisfaction.—Tel. Maldenhead 713. (1780)
- PRESLECTOR** gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2831. (0779)
- FOR** Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford, Tel. Ilford 0961. (0472)
- HARTLEY'S** for Rileys, spares and service.—165-171, A Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2246-5. (10446/R)
- ARCO ENGINEERING**, Ltd.—Presselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kenalington 7301. (0289/R)
- REX HEATH**, Shamshurst Lane, Botley, Southampton, specialises in Riley service; large stocks of spares prompt attention.—Enquiries to Botley 132. (1060/R)
- SQUIRE MOTORS**, Ltd., of Henley-on-Thames, for specialised Riley service, cars collected and delivered by arrangement.—Tel. Henley-on-Thames 430. (1027/R)
- J. JAMES (LONDON)** Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanics and coach repairs.—Carters Lane, Highgate Rd., London, N.W.5. Gul. 5448. (10092/R)
- RILEY** distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send for engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa, Tel. 67. (8636)
- ROLLS-ROYCE**  
**RIPPOD**  
**RIPPOD**  
**RIPPOD BROS.**, Ltd.  
**The** leading Northern Rolls-Royce and Bentley specialists.  
**Have** a very fine selection of post-war Rolls-Royce and Bentley cars.  
**RIPPOD BROS.** Ltd., Huddersfield 7070 (10 lines).  
**Also** Bradford, Leeds and Sheffield. (1005/R)
- ROLLS-ROYCE** 20/25 1933 1935 1936 1937 & M. & M. Rileys maintained, lovely condition.—Box 3938 or 39. (5106)





## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**ROVER 12**  
£210 or £70 deposit.—Rover 12 saloon, guaranteed.  
Oldfield, 386, Kensington High St., W.14. (C5029)

**ROVER 12, 1946**, in excellent condition, just been overhauled and passed by Rover Company, radio fitted, Clinion, 101, Clarendon Rd., Cobham, Surrey, Cobham 3377. (4794)

**CAMDEN MOTORS**—Rover 12hp sports saloon, 1946, attractive 4-light model in really fine condition, carefully maintained by one owner, fitted heater and tailored seat covers etc. £250. (C1035)

**CAMDEN MOTORS**—Rover 12hp saloon de luxe, 1946, original Rover grey finish with blue leather, heater and other extras, recent extensive overhaul to engine and gearbox, bills available: £575. (C1035)

**CAMDEN MOTORS**—Rover 12hp saloon 1939, a fine example of this popular pre-war series, lively but most economical engine (just decocked and serviced), new Dunlop tyres: £465. (C1035)

**CAMDEN MOTORS**, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 9 p.m. Write for catalogue. (C1035)

**1939** Rover 12 saloon, immaculate condition throughout, reconditioned engine 15,000 miles, new tyres, grey with blue leather, any trial: £365, consider exchange.—Abbott, 27, Henley St., Northampton. Tel. 5148. (C1035)

**1939** Rover 12 saloon, only 9,000 miles since complete engine and chassis overhaul, grey, blue leather, excellent condition throughout, £395.—Peter Shapcott Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2735/5970. (C1014)

**1946** Rover 12 saloon, finished in the original and unblemished black with the original and unblemished black leather interior and carpets, the mileage, believed genuine, is 10,000, fitted H.M.V. push-button radio, a genuine specimen car at the low figure of £325, taxed. (C1014)

**MAIDSTONE ENGINEERING CO.**, Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. (C5000)

**FOR** sale on behalf of our client.—Rover 12 saloon, 1939, 5,000 miles since service engine, fitted with radio, i.e. Morris 10 1945 saloon, recent complete overhaul, i.e. both these cars are in first-class condition and no reasonable offer will be refused.—Newcastle (Staffs) Motor Co., Ltd., Brunswick St., Newcastle. Staffs. 66266-7-8. (4710)

**WANTED**, 1947 Rover 12 in first-class condition; urgent.—Cox's Motors, 11/15, Conduit St., Leicester 50519. (W1059)

**ROVER 14**  
**ELITE MOTORS**, offer:—  
**1937** Rover 14 4-door sports saloon, completely re-cellulosed black, brown leather interior, excellent chassis. (C1035)

**ELITE MOTORS**, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (7 lines). (C1035)

**ROVER**, 14hp, 1936, good running order and bodywork, good tyres; £195.—G. P. O., Orange, New Woodstock, Oxon. (5119)

**CAMDEN MOTORS**—Rover 14hp sports saloon 1947, beautiful maroon finish, a one-owner car in excellent condition, heater, etc. £450. (C1035)

**CAMDEN MOTORS**—Rover 14hp saloon 1946, 25,100 miles, a very well maintained car, new Fort Dunlop tyres, tailored seat covers: £575. (C1035)

**CAMDEN MOTORS**—Rover 14hp sports saloon 1940, identical appearance to 1937 series, fitted radio, passlights, screen-heater: £495. (C1035)

**CAMDEN MOTORS**—Rover 14hp sports saloon 1938, maroon/red leather, disc etc. sound engine and tyres, very good performance: £395. (C1035)

**CAMDEN MOTORS**—Rover 14hp sports saloon 1936, attractive body styling with external rear boot and instruments like post-war model, good all-round condition, almost new tyres: £195. (C1035)

**CAMDEN MOTORS**—Rover 14hp saloon de luxe 1935, sound coachwork and wood leather interior, particularly outstanding runner: £145. (C1035)

**CAMDEN MOTORS**, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 9 p.m. Write for catalogue. (C1035)

**WALTER BOOTH LTD.**—1939 Rover 14, black, exceptional condition, £185.—39, College Crescent, Hampton, N.W.3. (Heston Cessage Tube). Tel. 5914. (C4018)

**ROVER** 1936 14 saloon, grey, two owners, laid-up 1939 to 1945, exceptionally good condition, tyres nearly new; £250.—Ridley, Beeches Close, Kingswood, Surrey. (4676)

**1946** (November) Rover 14 sports saloon, heater, interior, all disc wheels, very good tyres, taxed; 100 miles and in proper Rover condition; recommended at £245 by George P. Motors, Ltd., (Bankerton, Kent, Whitstable 2204, Open 7 days a week. (5076)

**295**—Rover 14, 1937, de luxe 4-door saloon, black, sliding head, brown leather, wheel discs, excellent condition; list, open 9-9 week-days and Saturdays.—Rowland Smith, Hamptonstead (Hamstead Tube), Hampton 6041. (C4018)

**ROVER** 1937 14hp sports saloon, black and green interior, all disc wheels, very good tyres, taxed; 100 miles and in proper Rover condition; recommended at £245 by George P. Motors, Ltd., (Bankerton, Kent, Whitstable 2204, Open 7 days a week. (5076)

**1940** Rover 14, this is the special and very rare drop head coupe, fitted new hood with interior headlining and interior lights, the doors are fitted with the windows and the interior is in perfect condition, we have just recellulosed this car and the interior is in really excellent condition, the appearance is superb and is the equal of most post-war Rovers, this is the replica of the post-war Rover with the disc wheels and large chrome centre discs, the interior is upholstered in red leather and fitted new carpets to match, mechanically the car is exceptionally good throughout with a very fine performance, very careful owner for a number of years, a truly remarkable specimen of one of Britain's fine cars, taxed. £375. (C1035)

**MAIDSTONE ENGINEERING CO.**, Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. (C5000)

**ROVER 14 Cars Wanted**  
**CAMDEN MOTORS** urgently require 1946/48 Rover 14 saloon, finished and drive required to be in good condition. **CAMDEN MOTORS**, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). (W1059)

**HEINLYS, Ltd.**, offer:—  
**1946** Rover 16 6-light sun saloon, black with brown leather, in beautiful condition and recently worked over by Heinly, England's largest Rover distributor; a most comfortable and reliable car carrying our usual guarantee of 7 days free trial; price £275, h.p. available; full list by return of post.—Eus. 4444. (C1035)

**SALE**—1947 Rover sports saloon, 16hp, 38,000 miles £700.—Write Box 5759. (C1035)

**1938** Rover 16 saloon, 2 owners only, superb condition, £355.—Williams, 12, Balham Hill, S.W.12. Tel. Battersea 3280/3769. (5090)

**CAMDEN MOTORS**—Rover 16hp saloon 1946, just repainted Rover grey, available owing to ill-health of previous owner: £565. (C1035)

**CAMDEN MOTORS**—Rover 16hp drop head four-seater 1940, scarce model with most attractive Tickford bodywork, outstanding: £495. (C1035)

**CAMDEN MOTORS**—Rover 16hp sports saloon 1939, a late registration car with disc and built-in heater, condition absolutely original throughout, stylish appearance in maroon: £395. (C1035)

**CAMDEN MOTORS**, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 9 p.m. Write for catalogue. (C1035)

**1946** Rover 16 saloon, very nice condition, mileage genuine 50,000, £550.—Cullin, 72, Cherrington Rd., Cambridge. Tel. 57416. (4795)

**1946** Rover saloon, exceptional condition, £695.—British & Colonial Motors, Ltd., 13-14, Upper St., Matfield Lane, W.2. Temple Bar 3568. (C1035)

**1947** Rover 16hp sports saloon, indistinguishable from new, black and brown leather, H.M.V. radio, gearshift and accessories including H.M.V. radio, L.D. 32, Queen St., Maldenhead. Tel. Maldenhead 3431/2. (C1011)

**URGENTLY** wanted, 1947 Rover 16 saloon, first-class condition.—Cox's Motors, 11/15, Conduit St., Leicester 60519. (W1059)

**ROVER 60 & 75**  
**OPPORTUNITY**.  
**1952** Rover P4 75 saloon, 1,300 miles; list price.—Ernest Sutton, Tel. Rogate 4. (C4023)

**NEWNHAMS, Ltd.**  
**1948** Rover 60 saloon, black, grey leather, one owner: £765. (C1035)

**NEWNHAMS**, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (C1035)

**1951** Rover P4 saloon, beige with red leather, genuine mileage 3,200, £285. (C1035)

**NEWNHAMS**, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (C1035)

**R. F. PUGGIE, Ltd.**, Bushey Heath, Herts. Tel. 1665. (C1031)

**HEINLYS, Ltd.**, offer:—  
**1950** Rover P4, black with red leather upholstery, a beautiful example of this very fine make, inspected and serviced by our works before being offered for sale, carrying our usual 7 days free trial and guarantee; price £1,295; H.P. available; our latest list price available by return post.—325, Euston Rd., London, N.W.1. Mayfair 4444. (C1035)

**TOM GARNER, Ltd.**, offer:—  
**1948** Rover 60 P4 6-light saloon black with green leather 20,000 miles. (C1035)

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester 2. Blackfriars 2625-6-7. (C1035)

**1948** Rover 75 6-light saloon. (C1035)

**1949** Rover P4 saloon. (C1035)

**1950** Rover P4 saloon. (C1035)

**1951** Rover P4 saloon. (C1035)

**DONHAM & HAINES**, 46, Castle St., Luton 2100. (C1079)

**H. A. SAUNDERS, Ltd.**, offer:—  
**1950** Rover P4 saloon, blue with blue leather interior, radio, heater, recorded mileage 16,000; £1,285. (C1035)

**1942**, High Rd., N.12. Hillside 0024. (C1035)

**1946** 75 saloon, colour black, excellent condition: £775. (C1035)

**PARSONS & PARSONS (GARAGES), Ltd.**, Potter St., Haverhill, Potter St. 121. (C1035)

**1950** Rover P4 saloon, one owner, small mileage, radio and heater: £695. (C1035)

**RIPCO, Ltd.** (Rovers Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 5001. (C1035)

**1948** 60 saloon, black, one owner, well maintained: £675.—C. J. Peto, Ltd., 43, North Audley St., W.1. Mayfair 8001. (C1035)

**1950** Rover P4 saloon, smoke blue and blue leather, fitted interior heater, low mileage, beautiful condition throughout: £1,100. (C1035)

**JOHN CAMPBELL MOTORS**, 415, Holloway Rd., N.7. Tel. 4441. (C1035)

**1950** Rover P4 saloon, black, green leather, one owner; £1,150.—Odeon Motors, Ltd., Barnet 4160. (C1035)

**1951** Rover 75 P4, black, red leather as new, 2,450 miles, guaranteed, insured to June; £1,375. (C1035)

**1951** Rover P4, black, red leather, delivery miles only; offers over £1,250.—Robertson, 50, Great King St., Edinburgh. (5134)

**1950** Rover P4, black, grey leather, radio, heater, 10,000 covers, 11,000 miles.—Cox's Motors, Ltd., Conduit St., Leicester 60519. (C1059)

**ROVER 60 & 75**  
**1948** (October) Rover 75, black, red leather, one owner, small mileage, excellent condition: £775.—Dobson, Ltd., Staines, Middlesex. Tel. 801. (C1035)

**1950** P4 Rover, heater, radio, mileage 12,000, £1,125.—Colman's Car Sales, Tel. Maida Vale 5184 and 3651-2. (C1063)

**1951** Rover 75 saloon, 15,000 miles, Rover blue, heater, loose covers, floor mats, serviced by distributors only; £1,295.—Luker, Tennyson, Cranford, Cornwall. (4887)

**1952** leather, 4,277 miles, genuine, carefully turned specimen, unmarked; £1,500.—D., 6, Wine St., Yeovil 750, evenings. (4957)

**1952** Rover P4 saloon (latest type), black with red leather, 1,300 miles only, a new car.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, G.5. Tel. Douglas 7596. (5048)

**CAMDEN MOTORS**—Rover 75 sports saloon, Nov. 1946, fitted H.M.V. radio (latest type model), heater and Reageny tailored seat covers, fastidious maintained by one owner and serviced every 2,000 miles by main Rover distributor: £795. (C1035)

**CAMDEN MOTORS**—Rover 75 saloon P4, 1950 series, pastel blue with blue leather, heater, etc., extremely good order: £695. (C1035)

**CAMDEN MOTORS**, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 9 p.m. Write for catalogue. (C1035)

**GIPT**—1948-49 private-owned Rover 75, semi sports sunroof de luxe, drive away with red leather, air conditioned, low mileage, beautiful condition; your main dealer exchange small car: £725.—A. V. 1023, Garratt Lane, London, S.W.17. Bal. 3551. (4470)

**1950** Rover P4 de luxe saloon, absolutely as new, a beautiful example of this very fine make at the low price of £350 or £350 deposit, part exchange welcome.—Erskine Motors, 72-82, Stoke Rd., Gosport 8614/7. (5127)

**Rover 60 & 75 Cars Wanted**  
**ROVER** 75 P4 saloon, low, lowest possible mileage.—Gibson, 685, Durham Rd., Gateshead-on-Tyne. Tel. 75532. (4288)

**LAND-ROVER**  
**OFFERED BY:**  
**EVANS (WIMBORNE), Ltd.**—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimborne) Ltd., Rover Main Dealers, Alexandra Rd., Wimborne 0163/4. (1140)

**COMBS & BONS (GUILDFORD), Ltd.**, offer:—  
**1950** Land-Rover; £425. (C1035)

**COMBS & BONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1067)

**1949** Series Land-Rover.—Autowork, Ltd., Winchester 4854. (C1035)

**1949** private use: £365 or part exchange. **GEORGE NEWMAN & Co.**, 569, Euston Rd., N.W.1. (C1035)

**LAND-ROVER** 1951-2, as new, 5,000 used private; offer.—Walsh, Hempt Hill, Wiggins Hill, Minworth, Leics. (4759)

**JULY 1950** Land-Rover, one owner, 16,000 miles; £440. (C1035)

**GUIN ALFREDS & Co., Ltd.**—1950 Land-Rovers, immediate order, privately owned, from £425-6-7, Warren St., W.1. Euston 3265. (C1065)

**THE Land-Rover Specialists**, Harvey Hudson, Ltd., offer the following from the finest selection of Land-Rovers in the country: (C1035)

**1951** Land-Rover, 10,000 miles; £525. (C1035)

**1950** Land-Rover, 12,000 miles; £475. (C1035)

**HARVEY HUDSON, Ltd.**, High Rd., South Woodford, London, E.18. Tel. Wanstead 0056. (C1035)

**1951** (July) Land-Rover, 7,000 miles only, absolutely duty like new; £350.—Bells Service Charges, 164, London Rd., Epsom-on-Thames, Kingston 1185. (C1016)

**8000** miles only—1950 Land-Rover fitted with special export detachable coachbuilt top costing £180, fully equipped with extra seat and spare wheel, £405 also. (C1035)

**1950** with canvas top, 11,000 miles; £475; h.p. and exchange.—Rovers Automobiles, Ltd., 12, Parkway, N.W.1, Euston 2709 and 5894. (C1035)

**ROVER MISCELLANEOUS**  
**HEINLYS, Ltd.**, offer:—  
**ENGLAND'S Largest Rover Distributors.** (C1035)

**DEVONSHIRE** House, Piccadilly, W.1. (Grosvenor 3444)

**HEINLYS** House, 385, Euston Rd., N.W.1. (Euston 3444)

**DEPT.** at:—  
**MANCHESTER** (Blackfriars 7843). (C1035)

**BRISTOL** (Bristol 2136). (C1035)

**BOURNEMOUTH** (Bournemouth 6314). (C1035)

**NORTHAMPTON** (Northampton 507). (C1035)

**CAMBERLEY** (Camberley 77). (C1035)

**HOUNSLOW** (Hounslow 3454). (C1035)

**FINCHLEY** (Finchley 0081). (C1035)

**GREAT** West Road (Ealing 3477). (C1035)

**CAMDEN TOWN SERVICE STATION** (Guliver 4141). (C1035)

**HEINLYS, Ltd.**, England's Leading Motor Agents. (C1035)

**ORDER** your new Rover from Albert Farwell, Ltd., and be assured of prompt and efficient service.—75, Marnham Lane, Bradford, Tel. 28827-8. (0015)



**£125**—Humber 12 1934 4-seater sports, in good condition.—Full details Tel. Dowland 4740. [493]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SPORTS CARS

**PERFORMANCE CARS** (West End Branch), 107, New Cavendish St., W.1. Museum 5221, offer:—  
**ALVIS** Speed 25 saloon, 1937, £205; Alvis Silver Crest 17hp saloon, 1937, £245.  
**ASTON** 10 de luxe saloon, 1932, £245; Allard 61K roadster, 1946, £245.  
**LAGUNA** 40-hp V-10, 1937, 1934, £245; Laguna 16-30 V.D.P. 1937, 1933, £245.  
**LAGUNA** 5-litre saloon, 1934, £175; Laguna 4-litre sports saloon, 1937, £375.  
**M**—See large selection under M.G. column; try us for spares and repairs.  
**SINGER** 8100 5½-litre competition 2-seater, 1938, £325; Singer roadster, 1946, £345.  
**TALENT** 105 V.D.P. 1937, 1934, £225; Triumph Dolomite 14hp saloon, 1935, £345.  
**WOLSELEY** 14hp saloon, 1935, £145; Wolseley Hornet 1937, 1932, £115. (C5041-2)

**1928** Bentley 4½-litre 1937, in excellent condition, recently decarbonised, £195; another 3-litre, £195.  
**PANTILES SERVICE GARAGE**, London Rd., Guildford 5226. (C5035)

**1939** Triumph Dolomite, fine original condition, £220—30, Brighton Rd., Banstead, Surrey. Burgh Heath 1520. (C5030)

**1934** Aston Martin 1½-litre 4-str. sports, long chassis, extremely good condition throughout. 4550s—Carr Bros., Soho Garage, Soho Sq., W.1. (C5022)

**APIER** 10hp 4-str. 1937, 35 m.p.g., condition exceptional—Philips Ltd., Hanley, Staffs. (C4974)  
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## STANDARD 8

**1946** Standard 8 saloon, black/fawn, 25,000 miles. £1,200—H. & W. 30128.  
**1947** Standard 8 saloon, small mileage, one owner. £1,200—H. & W. 30128.  
**1947** Standard 8 saloon, grey, 22,000 only; offers wanted.—479, Green Lanes, N.13. Tel. 1679.  
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## STANDARD 14

**1948** Standard 14, black, green, recently fitted re-conditioned engine; £565.—Peter Hantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/2670. (C5014)

**1947** Standard 14 saloon, black grey/grey upholstery, this car has been maintained in much above average mechanical condition.—Ironbridge Service Dept., South Rd., Southall, Middx. Southall 2655. (C5029)

## STANDARD VANGUARD

**ACRES** offer:—  
**1949** late Vanguard saloon, finished in black with red leather, heater, radio, seat covers, beautifully kept and in magnificent condition throughout, choice of two from £475.  
**ACRUS** AUTOS, Ltd., 136, Strathmore Hill, London, E.17. Tel. Vauxhall 1939; and at 10 and 11, Acrot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2. (C5003)

**OPPORTUNITY.**  
**1952** (June) Standard Vanguard saloon at £300 under cost, fitted overdrive, radio, heater, leather trim, 8,000 miles.—Ernest Sutton, Tel. Rosale 4. (C4083)

**B. J. HUNTER, Ltd., offer:—**  
**1951** Vanguard saloon, low mileage, fitted heater. B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. (C5040)

**H. A. SAUNDERS, Ltd., offer:—**  
**1951** Standard Vanguard saloon, black with red leather, heater, recorded mileage 17,800; 5055.—642, High Rd., N.12. Hillside 9234. (C5027)

**CHARLES POLLETT, Ltd., offer:—**  
**1952** Standard Vanguard sal., grey, grey leather, heater, 1,700 miles only, as new, price £925. 18, Berkeley St., W.1. Mayfair 6266. (C5010)

**OFFICIAL** Lea-Francis Service Station: Barnsdale Yard, off Brixton Ave., W.8. Cumingham 5958. (C5010)

**HENDON CENTRAL GARAGE, Ltd., offer:—**  
**1949** Standard Vanguard saloon, one owner, taxed, fitted radio and heater; £555.—Walford Way, Hendon Central, N.W.4. Tel. Hendon 8045-6. (C5034)

**AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—**  
**1950** Standard Vanguard saloon, maroon, heater, MARLBOROUGH WORKS, Kenton, Tel. Wurdsworth 5655 and 5659. (C5036)

**BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—**  
**1952** Vanguard saloon, green/brown vinyl, heater, very low mileage, as new; £600.—Berkeley Square, London, W.1. Gros. 4343. (C5078)

**VANGUARD**, new and unregistered, black; list price JOHN WILSON AUTOS, Ltd., Standerstead Rd., South Croydon, Standardised £466. (C5055)

**1949** Standard Vanguard Tickford conversion, radio, heater, ex cond., 25,000 miles. T. Temple Bar 3535. (C5017)

**1951** Vanguard saloon, black/beige leather, heater, in new condition throughout, one owner; £615. COLT'S GARAGE, World Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. (C5054)

**ALF ALFREDS & Co., Ltd.—1951** Standard Vanguard, 1951, grey, owned; £625.—6-7, Warren St., W.1. (Mayfair 4404). (C5005)

**1952** Standard Vanguard, black, radio, heater, 5,000 miles, link matting, new engine fitted; £675.—Box 3051. (C5017)

**STANDARD** Vanguard saloon (1950), black with fawn cloth; £595.—Stratford, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). (C5068)

**1951** Standard Vanguard, one owner, 17,000 miles; £625.—L. P. Dove, Ltd., 60, Broadway, Wimbledon, S.W.19. Liberty 8456. (C5077)

**ORDER** your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—76, Marnham Lane, Bradford. Tel. 26627-8. (C5014)

**£465**—1949 Westminster grey, blue leather, heater, 30,000 recorded, unown terms; terms: Ruxton, Central Station, Worthing 4635. Evenings: Rustington 170. (S113)

**1949** Standard Vanguard saloon, black/blue leather, immaculate, one owner since new; 20 other cars; terms: Archibald & Traynor Motors of East Ham, Grangewood 2330/5834. (C5032)

**1952** Standard Vanguard saloon, in leather, only used for one week, owner willing to purchase 1950 Sunbeam-Talbot 80 saloon.—479, Green Lanes, Palmers Green, N.13. Tel. 1679. (S1325)

**ESTATE** car 1950, 21,000 miles, one owner, bronze with leather upholstery, just as new; £650, terms: changes.—G. S. Hall, Ltd., 502, King St., Hammonds, W.8. Riverside 2561. (C5061)

**XXX** 1951 Standard Vanguard saloon, black with red leather, an immaculate car, one owner; written guarantee; £650, terms: changes.—H. P. G. Edwards, 201, W.1. Lancham 0012. (C5003)

**1949** (late) Standard Vanguard saloon, metallic green, green leather interior with radio and heater, recorded mileage, excellent condition; taxed; £585.—Ainsford, Twickenham Rd., Hanworth, Feltham, Middx. (Pelham 2264). (S1785)

**WALTER SCOTT, Ltd.—Late 1950** Vanguard, black, red leather, 19,000 miles, £545; also September 1949, metallic green, £465; both in exceptional condition; terms: changes.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube) Pri. 5914. (C5006)

**£565**—Standard Vanguard saloon, October, 1949, leather, heater, Radiomobile, one careful owner, well maintained; exchanges; deferred terms; Barnes Motors Standard Station, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. (S1762)

## STANDARD 14

**1947** Standard 14 drop head coupe, black, red leather, recomended engine just fitted; £675. For other Overseas car bargains see page 49.  
**OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Kensington 7475. (C5081)**

**1949** JANUARY, delivery Standard 14hp saloon, black, 32,000 miles, one owner. l.h.d.; £675.—Frank Dale, Farnham 3708. (C5067)

**1948** Standard 14 saloon, one owner, 35,000 miles, loose covers, extra mats, H.M.V. radio, heater, rustlessly maintained; 3 months' guarantee; £625.—N. & W. MOTEL ROAD GARAGE, Well Hall Rd., S.E.9. Eltham 3354. (C5010)

**1947** Standard 14 drop head coupe, black, red leather, recomended engine just fitted; £675. For other Overseas car bargains see page 49.  
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## Sports Cars Wanted

**ROWLAND SMITHS.**  
**ROWLAND SM**

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## STANDARD MISCELLANEOUS

**SALES, service, spares.**  
STANDARD and Triumph distributors for Croydon, Surrey. Caterham, Exmouth, Mitcham and Beckenham areas.  
**CARS AUTO SALES, Ltd.** Standard House, South End, Croydon, Tel. Cro. 6086-9. (1065/R)  
NEW Vanguard saloon, van or estate car for immediate delivery. G. & H. Hall, Ltd., 302, King St., Hammer-smith, W.6. Riverside 2881. (C9031)

## Standard Miscellaneous Cars Wanted

**C M**  
THE CAR MART, Ltd., wish to purchase Standard cars—150, Park Lane, W.1. Grosvenor 3451 (1075/R)

**R S**  
ROWLAND SMITH'S, the Standard buyers—Hamstead High St. (Hamstead Tube). Ham. 6041. (1067/R)

**XXX** Cash immediately for good Standard—H. F. Edwards, 28, Upper High St., Epsom, Surrey. (W2001)

**MARSH MOTOR CO., Ltd.** for your Standard—N.15. Sta. 800—Seven Sisters Rd., Tottenham. (1011/R)

**C. A. PETO, Ltd.**, 43, North Andley St., W.1, urgently require post-war small mileage Standard cars in first-class condition—May, 3021. (W2043)

**STARVES MOTORS, 103, Cricklewood Broadway, N.W.2.** require modern Standard cars in really good cond. cash or exchange. Tel. Gls. 2480. 10451/R

## Standard Spares and Service

**S & T**  
STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies—Standard & Triumph Sales, Ltd., London. Distributors Junction of Boundary Rd. and Abber Rd., St. John's Wood, N.W.2. Maude Vale 9114 (1011/R) (1016/R)

**REPAIRS; reconditioned car buses—10, Winchester Motors, N.W.2. Pri. 6159. (1021/R)**

**STANDARD spares and replacement units—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. (1001/R)**

**STANDARD spares, all models from 1934 by return of post; genuine factory replacement engines; quote commission number when ordering—Pullocks, Whitby Garage, Ltd., Standard & Triumph Distributors, Grimsby, Tel. 5486. (10475/R)**

**STANDARD and Triumph spares—Post four enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate, Tel. Thanet 20405. (1566)**

**STANDARD spares, all models from 1935; replacement units; complete overhauls reconditioning—Pullocks, Ltd., Alexandra Terrace, Guildford, Tel. 5391. (11300)**

**STANDARD spares for all models; largest provincial stockists—Rollingdrake Automobile Co., Ltd., Blackport (Tel. 4460), and Pripps's Drive, Colwyn Bay (Tel. 5322). (10529/R)**

**LANKESTER ENG. Co., Ltd.** (distributors in Surrey since 1911)—Pull range of spares; "phone write or call; orders dispatched immediately—35-43, Rides St. Kingston, Kim. 3151-4. (1028/R)

**K. J. MOTORS, Ltd.** have available for immediate delivery reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years—137-143, Widmore Rd., Bromley, Kent. Van 9466-7-8-9. (1067/R)

**SPIKINS (TWICKENHAM), Ltd.**, 85-101, Heath Rd., Twickenham, Middlesex—Standard spares; service units and reconditioned engines; retail and trade; prompt postal service—Tel. Popescore 1035-6—Twickenham, Spinkins, Twickenham. (1044/R)

**HALLS (FINCHLEY), Ltd.** have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guaranteed three months; Oilring and Bendix stockists—Arcadia Ave., Finchley, N.3. Finchley 5009/8. (10002/R)

## STUDEBAKER

**SIMPSON'S offer—**  
1952 Studebaker Champion s.d.n.—Simpson's Motors (Wembley), Ltd. (American Car Specialists) Wembley 9691/2943. (C9015)

**HENLIS, Ltd., offer—**  
1951 Series Studebaker Champion, 22hp, and gives 25 mpg, grey with tartan covers, nominal mileage, 40-45 mpg, new car with all the unique advantages of Studebaker motoring; price £1,681/9/11; usual guarantee; H.P. available; fullest details available—385, Euston Rd., London, N.W.1. Euston 4444. (14222)

**B. J. HUNTER, Ltd., offer—**  
1950 Studebaker Champion saloon, fitted radio, heater, 13,000 miles only, £1,400. (C9040)

**B. J. HUNTER, Ltd., offer—**  
N.W.2, Tel. Gladstone 6305. (C9040)

**SELBORNE (MAYFAIR), Ltd., offer—**  
1948 Studebaker Commander four-door coupe, 7 h.p., power operated hood, 8000s. 82, Park St., W.1. Mayfair 4753-5. (13940)

**RHD** into 1951 Studebaker Landcruiser 4-door saloon, new V8 engine—Below

**RHD** into model Studebaker, colour black; £1,250. (Joe Thomson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4856. (C9038)

## Studebaker Cars Wanted

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** the Studebaker buyers. Wembley 9691/2943. (W4015/R)

## Studebaker Spares and Service

**COMPLETE CAR SERVICE, Ltd.—Studebaker spares, service—Shandon Garage, Abberville Rd., S.W.2. Tel. 5076. (1013/R)**

## SUNBEAM-TALBOT

**RAYMOND WAY, the hire purchase specialists.**  
RAYMOND WAY, of KILBURN.  
RAYMOND WAY, the hire purchase specialists.

1938 Sunbeam-Talbot 5-litre sportsman's 6-light saloon, immaculate silver metallic coachwork, luxurious rich hide upholstery, fitted many extras including chrome-faced wheel discs, spotlights, dual tone wind horns, etc., very fast and amazingly comfortable. 2890s.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Mainly Vaux 634, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C9407)

**R. F. FUGGLE, Ltd.**  
R. F. FUGGLE, Ltd. Bushy Heath, Herts. Tel. 1585. (C9217)

1951 Sunbeam-Talbot Mark II convertible coupe, one owner, secure 1,000 miles; 2875. (C9407)

**L. F. WARD, Ltd.**  
L. F. WARD, Ltd., Haverock Court Yard, Haverock St., Clidstone 6305, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C9407)

1952 Sunbeam-Talbot 90 drop head coupé, 2,000 miles only, one owner.

**L. F. WARD, Ltd., Haverock Court Yard, Haverock St., Clidstone 6305, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C9407)**

**B. J. HUNTER, Ltd., offer—**  
1949 Sunbeam-Talbot 90 saloon, fitted radio, heater, immaculate condition; 6895.

**B. J. HUNTER, Ltd., 28, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (C9040)**

**WARWICK WRIGHT, Ltd., offer—**  
1951 Sunbeam-Talbot 90, saloon, black/tawn leather (radio and heater), 8,000 miles. (C9404)

**WARWICK WRIGHT, Ltd., 130, New Bond St., W.1. Mayfair 9761. (C9404)**

**GUY SALOMON AUTOMOBILES, offer—**  
1952 Sunbeam-Talbot saloon, radio and heater, 6,000 miles; £1,090.

1952 Sunbeam-Talbot 90 coupe, radio and heater, 5,000 miles; £1,090.

1951 Sunbeam-Talbot 90 saloon, 12,000 miles; 6895.

1950 Sunbeam-Talbot 90 coupe, superb, 18,000 miles, radio, 4750—Portsmouth Rd., Thane, Ditton, Emsworth 5551-2-3. (C9401)

**HOLMES & SMITH, Ltd., Westcliff, distributors for Sunbeam-Talbot cars.**  
1952 Mk. II Sunbeam-Talbot 90 saloon, in special two-colour scheme, brown/ash in bronze metallic finish, an enthusiast's car, in immaculate condition. H.M.V. radio, two speakers, heater, rear window demister, Tygas lower covers, mats, badge bar with twin fog and rear lights, wing mirrors, wind-screen washer, over-casters, rimblinders, rear and front mudflaps, pillar spot light, 11,000 miles only, very regular service, winner several Concorde awards; this car must be seen and tried to be appreciated; complete as above, £1,250. London Rd., Westcliff-on-Sea, Southend 4594. (10974)

**1951 Mk. II Sunbeam-Talbot 90 saloon, in special two-colour scheme, light and dark blue metallic finish, a duplicate car in the above vehicle in 1954 every respect, 15,000 miles only; complete. 4595. London Rd., Westcliff-on-Sea, Southend 4594. (10974)**

**1952 Mr. II Sunbeam-Talbot 90 coupe, colour black metal, with red leather, new and unrestored; 4595. London Rd., Westcliff-on-Sea, Southend 4594. (10974)**

**1953 Mk. II Sunbeam-Talbot 90 saloon, colour sunmetal, in stock for immediate delivery. 4595. London Rd., Westcliff-on-Sea, Southend 4594. (10974)**

**1951 Sunbeam-Talbot 90 saloon, finished in black, fitted radio, 14,000 miles; 6950.**  
BERRY BROTHERS, Ltd., 133, Old Brompton Rd., S.W.2. Kensington 4465. (1332)

**1951 Sunbeam-Talbot 90 saloon—Anfworth, Ltd., Winchester. Tel. Winchester 4534. (C1010)**  
1949 Sunbeam-Talbot 90 saloon, 2-litre, 2-door, leather upholstery, sliding roof; 6095.

**W. J. BROWN, Ltd., established over 30 years.**  
339, Finchley Rd., N.W.5. Hampstead 4414. (C1025)

1951 Sunbeam-Talbot 90 coupe, beautiful condition throughout; 4778—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. (C9066)

**CAMDEN MOTORS—Sunbeam-Talbot 90 drop head, four-door coupe, 1952, in black, less than six months old, recorded mileage 7,100, fitted heater, etc.; 6995.**  
C. CAMDEN MOTORS—Sunbeam-Talbot 90 saloon, 1951, chrome-plated leather, superbly maintained by one particular owner; radio, screenwash, etc.; 4075.

**CAMDEN MOTORS—Sunbeam-Talbot 3-litre sports saloon, 1946, late property local business executive, 15,000 miles—sports order; 4575.**  
C. CAMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon Dec. 1946, a one-owner car, fitted radio, powerful Winton, immaculate appearance; 6465.

**CAMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, Feb. 1946, just repaired, metal beige, all new Dunlop tyres, very good order; 6415.**  
C. CAMDEN MOTORS—Sunbeam-Talbot 10hp drop head four-door coupe, late 1939, in silver-grey with dark blue mohair hood and blue interior leather, recent extensive overhauls; 6295.

**CAMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon 1939, metallic green, sound running order with excellent tyres; 6295.**  
C. CAMDEN MOTORS—Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1025)

## SUNBEAM-TALBOT

1952 Sunbeam-Talbot 90 drop head, 7,000 miles, Anthony Crook, Caterham 2252/4. (C1063)

1949 Sunbeam-Talbot 90 saloon, one owner, metallic green and beige, radio and heater, 6263. G. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kent. 2041. (1058)

1952 Sunbeam-Talbot 90 saloon, 4,000 miles, spotless, green with red; 4995—Cyril Sheppard, of Sheppard Hill, Reading, Reading 2945-6. (C9028)

1952 Sunbeam-Talbot 5-litre de luxe saloon, excellent throughout, cash of 685 deposit, 18 months—C.A.P. Motors, 130 Clapham Rd., Reliance 2895-6. (C1038)

1951 Unbelievable at the price! 1951 Sunbeam-Talbot Mark II 90 sports saloon, with extras, cost over £1,800, just like brand new, irreplaceable at this price—Below

1952 Sunbeam-Talbot 5-litre special drop head 5-seater coupe, special bodywork, cost new pre-war over £500, looks and runs like a million dollar motor car and would suit a fastidious hire purchase exchange—Below

1952 Sunbeam-Talbot 4-litre sports saloon; this car has recently been sold for £850 and is now at a five-away price; 3 months' guarantee, hire purchase, exchange—Below

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Pri. 6211.

1950 Sunbeam-Talbot 90 saloon, immaculate condition, H.M.V. push-button radio, finished in silver grey, available Britain—Groves Garage & Motors, 332, Fore St., Edmonstone, N.B. 204. 4102. (C9028)

**W. J. REYNOLDS (MOTORS), Ltd., main dealers, offer an attractive 10hp saloon which has just been through our works and overhauled, where necessary, including engine, new battery, reconditioned, and which now looks like a new car, 1947; 6565 or offer; a good selection of overhauled cars, etc., always in stock—Ford House, New Rd., Dagenham, Essex. Rainham 770 (3 lines). (C9036)**

## Sunbeam-Talbot Cars Wanted

**C M**  
THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars—320, Euston Rd., N.W.1. Euston 1511. (1016/R)

**R ROOTES, DISTRIBUTORS.**  
REQUIRE modern low-mileage Sunbeam-Talbot cars.

**BIRMINGHAM—Lower Temple St. (Central 6411)**  
MANCHESTER—129, Deansgate (Blackfriars 6677)

**MAIDSTONE—(Maidstone 5353).**  
CANTEBURY—(Canterbury 2355).

**ROCHESTER—(Chatham 2231).**  
WROTHAM Heath (Borough Green 4).

**ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3451. (1011/R)**  
ROWLAND SMITH'S

**ROWLAND SMITH'S the Sunbeam-Talbot buyers—Hamstead High St. (Hamstead Tube). Ham. 6041. (1067/R)**

**PHENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey. Violent 1121. (W3028)**

**LOW-MILEAGE Sunbeam-Talbot or similar required—140-34 Streatham Hill, S.W.2. Tulse Hill 4493. (10105)**

**XXX** Cash immediately for good Sunbeam-Talbot cars—H. F. Edwards, 28, Upper High St., Epsom, Surrey. (W2001)

**CAMDEN MOTORS** urgently require a 1951/52 series Sunbeam-Talbot 90 saloon; particulars and price required to

**CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (3 lines). (W1055)**

**CRIPPS** of Nottingham, urgently require all recent models of Sunbeam-Talbot cars—R. Cripps & Co., Ltd. The Sunbeam-Talbot distributors, Parliament St., Nottingham, Tel. 46381. (10462/R)

**BIRMINGHAM and Midlands—Low-mileage Sunbeam-Talbot modern cars required by Groves Heath Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham. 2. (1008/R)**

**CROYDON—Local service promotes satisfaction; bring your Sunbeam-Talbot car to us for regular servicing; main agents for the Rover Group—South Auto Co., Ltd., 145, London Rd., Croydon, Tel. Cro. 4000-4639. (10569)**

## TALBOT

**R. F. FUGGLE, Ltd.**  
1937 110 Talbot sports saloon de luxe, grey and black, coachwork, chassis and tyres 100%; 6555.

**R. F. FUGGLE, Ltd. Bushy Heath, Herts. Tel. 1585. (C9217)**

**SIMPSON'S (EDGWARE)**  
TALBOT 10 fourer in excellent condition, as new throughout, 1937; 2118.

**SIMPSON'S MOTOR SALES (LONDON), Ltd., North Rd., Edgware, Tel. 3966 and 7070. (C9014)**

**1937** Talbot 75 saloon, synchromesh gear box, in really immaculate condition; 6155—Broadway Motors, 67, High St., Bournemouth, Tel. 0175. (C1058)

**£215** Talbot 10 4-seater sports, immaculate condition—Q. P. (Batham), Ltd., 34, Batham Hill, S.W.12 (100 yrs Clapham South Tube). Bath. 1197. (C9024)

**£265** 1937 10hp drop head, reconditioned engine, 1939 head, sports cot, new carburettor, Windmills many extras or part exchange in 1952/3 1/4, Jaguar, 12, Abberly Rd., Sidcup. 4990

**2450s** Talbot 10, 1939, sports saloon, sunmetal, sliding head, grey leather, excellent condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith Hamstead (Hamstead Tube), Hamstead 6041. (C9018)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Talbot Cars Wanted**  
**ROWLAND SMITH'S**, the Talbot buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (0991/R)

**Talbot Spares and Service**  
**DISMANTLING** 3 Talbots, 1936 to 1938. 21, 1933 21. —Motormania, Welshpool. Tel. Oswestry 480. (0607/R)

**SPECIALISTS** in repairs to pre-war Talbots—Herritt and Gorden, Ltd., 289, London Rd., Croydon. Tel. 2022. (0908/R)

**LARGE** stocks new and second-hand Talbot spares, 1929-36, including ambulance.—Clarke's Motor Works, 260, Knights Hill, London, E.S.T. Gipsy Hill 0152. (0964/R)

## TRIUMPH

**ACRES** offer:—  
**1949** Triumph Roadster, finished in black with red leather, speedometer reading 25,000, undoubtedly genuine, strong inside, spotlights, wind and trumpet horns, badge bar, screen washer, etc.; beautifully kept and maintained and practically indistinguishable from new.  
**ACRES AUTOS, Ltd.**, 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1929; and at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Maccanary 2211/2. (C1002)

## OPPORTUNITY.

**2600** miles, Triumph Renown saloon, Sept. 1951; 4575, under list price.—Ernest Sutton, 70, Rosate 4. (C0023)

## CAR MART, Ltd.

**1952** Triumph Mayflower saloon, 5,000 miles; £725.  
**1951** Triumph Mayflower saloon, 7,000 miles; £595.—Car Mart, Ltd., 320, Euston Rd., N.W.1. (C1039)

## RUSSELL MOTORS offer:—

**1948** Triumph 1900 Roadster, fitted Radiomobile, trial or examination.  
**RUSSELL MOTORS (KNIGHTSBRIDGE)**, Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. (C3060)

## TOM GARNER, Ltd. offer:—

**1952** Triumph Mayflower saloon, grey with red upholstery, radio, heater, etc., 5,000 miles up to list price.  
**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2090)

## B. J. HUNTER, Ltd. offer:—

**1947** Triumph 1800 saloon, razor-edged body, most superior condition; £650.  
**B. J. HUNTER, Ltd.**, 10, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

## CHARLES RICKARDS, Ltd. offer:—

**1949** Triumph 2000 Roadster, bronze, 2,300 miles on reconditioned engine, in excellent condition throughout; £595.  
**ASO** a good selection of genuine low mileage cars, all offered with 3 months' guarantee.  
**56** Baywater Rd., W.2 (next door Lancaster Gate Tube Station; 5 miles from Marble Arch). Tel. 1820. (C059)

## GUY SALMON AUTOMOBILES offer:—

**1949** Triumph 2000 Roadster, choice of two, nearly faultless examples at £695.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C0001)

## H. M. BENTLEY &amp; PARTNERS, Ltd. offer:—

**1948** (July) Triumph 1800 razor edge saloon, finished in black this car has been owned by one owner from new, in first-class condition and has covered a total of 20,000 miles; £625.  
**9** Albemarle St., London, W.1. Tel. Grosvenor 5551. (C1018)

## MEBES &amp; MEBES, Ltd. (Est. 1895), offer:—

**1949** series Triumph 2,000 model Roadster, sports coupe, metallic bronze, heater, paintless, 4,695.—The Broadway, Mill Hill, N.W.7. Tel. Mill 3080. (C5012)

## BERKELEY SQUARE HOUSE GARAGE, Ltd. offer:—

**MAYFLOWER**, radio, heater, tube covers, spot lamp, low mileage, most carefully used and in exceptional condition; £600.—Berkeley Square, London, W.1. Gros. 4545. (5077)

## 1951 Triumph Renown saloon, 10,000 miles, maroon, one owner, radio, heater; £875.

**RIFCO, Ltd.** (Triumphs purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2852. (C3052)

## 1949 (Sept.) Triumph 2000 saloon, grey, radio, one owner, 21,000 miles, ex. cond.; £750.

**TICKFORD, Ltd.**, 4, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. (C0029)

## £195—1939 Triumph Dolomite saloon; terms:—

**Autoships, 5, Balham High Rd., Balham 1938** N.W.1. Tel. Dunn, 1833. (C1009)

## £575—Roadster, 1948, black, one owner, only 27,000

immense condition.—W. Evans, 208, Old Bedford Rd., Luton. (5120)

## C150 (Dec.) Mayflower, 14,600 miles, loose covers,

the owner driver; £575.—Maddon, White Close, Datchet, Bucks. Tel. 357. (4935)

## 1950 Triumph Renown; £650; road offer throughout

ext.—W. T. Dunn, 1833, 307, Euston Rd., N.W.1. Tel. Euston 3105. (5050)

## 1949 Triumph 2000 Roadster, black, exceptional con-

dition, £545.—Park Garage (Moyle), 14, Hampton Court Way, Molesey, Tel. 4371. (C0037)

## 1950 Triumph Mayflower, radio, superb offer;

£675.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 212. (C0019)

## £325.—Triumph Dolomite 1939-40 1½-litre drop

head four-door, in exceptional condition mechanically and bodily throughout; many others, in the same or better condition, available over 12-18 months.—BENNETT, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchanges; H.P. (C1047)

## TRIUMPH

**1937-8** Triumph Dolomite saloon, sound mechanical condition, reconditioned, bargain; £185.  
**X.L. SERVICE STATION**, Kinson Vale, S.W.15. Kin. 8335.

**1949** (April) Triumph Roadster 2000, grey with grey leather, perfect; £595.—Gibson Sports Cars (Church), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (4490)

**1949** (May) Triumph 2000 Roadster, 20,000 miles, one private owner, finished black, red leather, taxed Dec.; absolutely immaculate; price £575; trade enquiries welcomed.  
**MOTORISTS (LONDON), Ltd.**, Gt. North Rd., East Finchley, N.2. Tudor 2501-2. (C3018)

**1951** (June) Triumph Renown, grey, with red leather, low mileage, absolutely like brand new; £595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1165. (C1016)

**ARCHIE SIMONS & Co., Ltd.**, 1949 Triumph Razor Edge saloon, metallic grey, one owner, fitted heater, nominal mileage, showroom condition; £675.—64, Cl. Portland St., W.1. Len 1343. (C04015)

**1949** very low mileage Triumph Renown saloon, colour black, in immaculate condition, one owner only; a perfect car and bargain at £745.—The Bucks Motor Co., Ltd., Station Garage, Aylesbury, 163. (4763)

**ROSE & YOUNG, Ltd.**, offer 1949 Triumph 2000 Roadster coupe, excellent condition, metallic green; £535.—65-67, St. John's Rd., Streatham Hill, S.W.2. (1 minute Stratford Station.) Tulse Hill 1929. (C0507)

**1949** Triumph Dolomite 1949 saloon, July 1940, black, brown hide, engine just completely rebuilt, total mileage under 30,000, in every way a most exceptional car.—Will Short, Ltd., 2/4, St. Cross Rd., Epsom, Tel. Wm. 2398. (4409)

**TANKARD & SMITH, Ltd.**, offer 1948 Triumph Renown 1800 saloon, black with maroon leather; a particularly clean car; £555; three months' guarantee; also 200 guaranteed used cars of all makes.—19 Kings Rd., S.W.3. Tel. Flaxman 4901-5. (C0496)

**1949** Triumph Roadster, drop head coupe, model 1940, black, reasonable mileage with regular service, whole car extremely nice condition; £635; or will exchange 12-18hp coupe, 1947, 1950, or 1951, either way.—20, Haven Green, Ealing, W.5. Festive 4027. (5035)

**795cc.**—Triumph Renown, 1949 saloon, maroon, 12,000 miles, heater, one very careful owner, genuine 15,000 miles, good tyres, original spare unused, practically new condition; taxed; terms, ex-changes; list over 5-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C0418)

## Triumph Cars Wanted

**C**  
**M** THE CAR MART, Ltd. wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. (0974/R)

**ROWLAND SMITH'S**, the Triumph buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (0991/R)

**ROWLAND SMITH'S**, the Triumph buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (0991/R)

**MARSTON MOTOR CO., Ltd.**, for your Triumph—N.15. Tel. Sta. 8000.—Seven Sisters Rd., Tottenham. (0182/R)

**C. A. PETO, Ltd.**, 42, North Audley St., W.1, urgently require post-war small mileage Triumph cars, first-class condition.—May 5001. (W3043)

## Triumph Spares and Service

**S&T**  
**STANDARD & TRIUMPH SALES, Ltd.**—Service and spares for all models; manufacturers' latest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). (0377/R)

**REPAIRS:** reconditioned gear boxes, gears.—10, Win-a-chester Mews, N.W.3. Pri. 2947. (0194)

**BASIL ROY, Ltd.** Triumph Spares Stockists, ex-war models.—161, Great Portland St., London, W.1. Len. 7733. (0143/R)

**STANDARD and Triumph spares and service, replacement units.**—W. T. Richards (Berkeley), Ltd., 74-76, Broadway, Berkeley, Tel. 1666-7. (0489)

**TRIUMPH** spares for all post-war models; largest provincial stockists.—Hollingsdale Automobile Co., Ltd., 10, Tottenham Court Rd., W.1. Tel. Tottenham 3221. (0555/R)

**CAR MART, Ltd.**  
**1952** Austin A70 Countryman, 500 miles; £1,095.  
**1951** Austin A70 Stanhope Country car, 18,000 miles; £775.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. (C1039)

**JACK STONE & SON, offer:—**  
**1950** Hillman estate car; 1948 first registered, 1947 7-seater; 1947 Vauxhall 12 5-seater; 1940 Hillman 10 5-seater; many others; easiest of easiest terms; write for up-to-date list.—211, Upper Richmond Rd., Putney. Tel. Putney 1054-5, 2276-7. (C0021)

**BRAND-NEW** Standard estate car for immediate delivery at maker's list price.  
**MOTORISTS (LONDON), Ltd.**, Great North Rd., East Finchley Station, N.2. Tudor 2501-2. (C0016)

**1949** Bradford de luxe utility, reconditioned, excellent condition throughout; £375.  
**G. W. WILKIN, Ltd.**, 1, Weston Park, Kingston-on-Thames, Kin. 2241. (C0053)

**£625.**—1951 Austin A40 Countryman, colour cream, ex owner, in excellent condition.  
**DENHAM SERVICE STATION, Ltd.**, Denham, Bucks. Tel. Denham 2266. (C1070)

## UTILITY CARS

**ROWLAND SMITH'S** for utility cars.

**495cc.**—Alvis 18, November, 1947, 4-door, 5-seater shooting range, 1200 cc., 1200 cc., 1200 cc., 1200 cc., leather upholstery, sliding glass windows, drop tail-board, heater, good tyres, very good condition; terms ex-changes.—Rowland Smith, below.

**295cc.**—Fordson, late 1947, 8hp Martin Walter Utilityco estate car, grey, fold-down rear seat, glass side windows, rear entrance, good tyres, spare unused, excellent condition, taxed; terms, ex-changes.—Rowland Smith, below.

**225cc.**—Jeep (Ford), reg. August, 1948, coach-built utility, maroon, bench seat, drop tail board, spare wheel, very good condition, taxed; terms, ex-changes.—Rowland Smith, below.

**225** station wagon, natural timber body, glass all round, removable rear seat, rear entrance, carefully used, excellent condition; terms, ex-changes; list over 5-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (0991/R)

**W.E.** always have a selection of reconditioned Bradford vans and utilities.  
**G. W. WILKIN, Ltd.**, 1, Weston Park, Kingston-on-Thames, Kin. 2241. (C0053)

**1951** Bradford Utility, excellent mechanical order.—See 495cc. above.

**300cc.**—October, 1950, Bradford utility, 38mpg, 99a, Marsh Rd., Pinner. (4645)

**1947** (August) Hillman estate car, bodywork reconditioned throughout, excellent mechanical order; £500.  
**L.N.E. FRANK & WAGSTAFF, S.S.**, Crouch End Hill, N.4. Moulton 1831. (4609)

**1948** Hillman Minx utility, colour grey; £475.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 4619. (C04015)

**BEDFORD** 12hp utility, 1948 model, first registered 16/1/52, appendix condition; £350.—Bosman's Garage, Weybridge. (C1068)

**1950** Bedford de luxe utility, 11,600 miles, taxed, insurance condition, excellent; £400.—4, 4699 stonem., Stoke Poges. (4974)

**GUY ALFREDE & Co., Ltd.**—1951 Austin A40 Countryman, B.M.W. engine, choice from £555.—67, Warren St., W.1. Euston 3368. (C1005)

**BRADFORD** utilities for sale serviced by us; main agents since 1922.—Bunters Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. (0621/R)

**£125.**—1948 (registered) Humber 27hp wooden body utility, genuine 1952.—Dymally, 11, Donsdale Gdns., Newcastle-on-Tyne. Tel. 24569. (4836)

**1952** Vanguard Estate car, immaculate, mileage 17,500.—1952.—Dymally, 11, Donsdale Gdns., Newcastle-on-Tyne. Tel. 24569. (4836)

**1952** New Austin 16 coachbuilt shooting brake, leather upholstered, just as new; £650, terms, ex-changes; list over 5-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C0418)

**1951** Hillman estate car, one owner, genuine 4,347 miles, heater, as new; £695.—A. H. Russell, 306, Winchester St., Southampton. Tel. Southampton 73889. (4986)

**ESTATE** car 1950, 21,000 miles, one owner, bronze with leather upholstery, just as new; £650, terms, ex-changes.—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 5881. (C0051)

**1952** latest type Bedford Utilityco, as new, mileage 650; subject to completion of covenant.—W. Bunting, The Vineyard, Solomon's Lane, Peckham, S.E.15. New Cross 6663. (4986)

**IF** it is a good 1948 Ford 10 wooden utility you require come and inspect the one we have to offer at the low price of £395, you will not be disappointed. Also 1950 Austin 10 utility with new interior; £285; h.p. and ex-changes.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. Tel. Euston 3368. (C3069)

## Utility Cars Wanted

**ROWLAND SMITH'S** the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0991/R)

**WHY** accept less for your utility when you get its full market value subject to inspection, from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gt. A. 2234. (W200)

## VAUXHALL 10

**MERCURY** offer:—  
**£295.**—1939 Vauxhall 10/4 drop head coupe, just completely resealed maroon/black, red leather interior.  
**TERMS**, ex-changes, etc.

**MERCURY MOTORS**, Universe House, 624-6, Harrow Rd., Wembley, Middx. Regent 6056-9. (C3013)

**1946** Vauxhall 10 saloon; £375.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2254. (5067)

**1947** Vauxhall 10 saloon; £395.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2254. (5067)

**£450.**—Vauxhall 10 1947 de luxe sin., excellent original condition throughout, choice two; see other offers.

**BENNETT, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchanges; H.P. (C1047)**

**1946** Vauxhall 10 saloon, black leather, excellent condition; £335.—479, Green Lanes, N.13. Regent 1078. (4685)

**1952** (first registered) Vauxhall 15 saloon, excellent condition; £395.—Wembley Motor Motors, High Rd., Wembley, Middx. Regent 6056-9. (C3013)

**1939** conditioned throughout at cost of £270, bills available; £525 or nearest.—53, New St., Ledbury, Hereford. (4685)

## VAUXHALL 12

**1948** (Dec.) 1947 Vauxhall 12 saloon, black, original and exceptional condition; £415.  
**GARAGE SERVICES**, 41, Hoop Lane, London, N.W.11. Speedwell 3408. (C2019)

**1948** Vauxhall 12hp saloon, reconditioned black, one owner, fitted with heater, excellent condition; £450 or H.P. terms; £175 deposit, balance over 12-18 months.—CAPITAL Motor Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey, N.8. Mofu 9451. (4770)



# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**1946 VAUXHALL 12** recently fitted second engine, sound condition throughout; £350.—Clarke of Pirbright, Pirbright, Surrey. Brochure 2201. (C1092)

**£399**—1946 (Nov.) Vauxhall 12 d.i. saloon, this car has only had one owner and is in sufficient and faultless condition and is irreplaceable at this price.—Relov. (C1095)

**£499**—1948 Vauxhall 12 d.i. saloon, excellent and spotless condition throughout; 3 months' guarantee, also purchase, exchange. (C1095)

**LAMB**, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221.

**395**—Vauxhall 12, October 1946, de luxe saloon, black sliding head, brown leather, one careful owner, good tyres, excellent condition; terms, exchange; list, open 9-7 weekdays and Saturdays.—Rowe and Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C1018)

**DICKS.**

**1940 VAUXHALL 14 J**-type saloon, most economical; £395.

**DICKS CAR SALES** Ltd., 385-401, High Rd., Kilburn, Maida Vale 6989-9. (C1072)

**RAYMOND WAY.**

**RAYMOND WAY** of Kilburn.

**RAYMOND WAY**, The Hire Purchase Specialists.

**1946** reg. Vauxhall 14 J type saloon, coachwork and interior as new, superb performance, amazing petrol consumption, over 30mpg, a quiet and comfortable family car, 3000 lbs. weight.

**HIRE** purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor or car; always 200 cars under £600 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.5. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Makroline 15, 1509).

**CLANFIELD LAWRENCE** offer:—

**1947** Vauxhall 14 saloon, black/brown, one owner only, engine overhauled, new tyres, etc., excellent throughout; £456—407, High Rd., N.12. Finchley 0091. (C1053)

**SELBORNE (MAYFAIR), Ltd.** offer:—

**1947** Vauxhall 14 saloon, in excellent order; £455. 82, Park St., W.1. Mayfair 4735/5. (S1519)

**1937 Vauxhall 14** saloon, nice condition; £135.

**JACK WILLIAMS MOTORS**, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C1054)

**1946 Vauxhall 14hp** saloon, magnificent condition; what offers—Paddington 1280, ext. 167 after 6 p.m.

**1939 Vauxhall 14 J** type saloon, colour black, new tyres and battery, faultless; £350.—Robertson-Gibson Garage, Ltd., Robertbridge, Buses. 4764.

**1948** 14 "J" sal., one owner, well maintained and in good condition throughout; £325.—A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3057. (C1043)

**£325**—1939 Vauxhall 14 J type, original paintwork, equal to post-war model, maintained by makers; terms, exchange.—G. S. Hall, Ltd., 201, King St., Hammersmith, W.6. Riverside 281. (C1051)

**1938 Vauxhall 14hp** saloon, completely overhauled, radio and heater, superb condition; £255.—Mayfair Carriage Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 9062. (C1004)

**1946 Vauxhall 14** mine since new, cellulosed 1951; 46-50mpg miles; £425.—Bartlett Bower, 10, Ransom Close, N.W.11. Spa. 6386. (C1055)

**1949 (July) Vauxhall 14 J**-type saloon, black with brown leather, a beautifully kept example, thoroughly recommended, written guarantee; £495; terms, exchange.—H. F. Edwards, 250, Gt. Portland St., W.1. Langham 0012. (C1003)

**1937** reg. Vauxhall 14 touring saloon, black, blue leather, original immaculate interior and exterior finish, reconditioned engine, 3 months' guarantee, exceptionally well maintained; £295; exchange, terms.—North Chesham Car Sales, 454-456, London Rd., North Chesham, Pottersdown 6283. (S1013)

**1939 Vauxhall 14 J** type, recent new engine, assembled, new shock absorbers, clutch reworked, new roof lining, lovely black cellulose and red leather, new roof lining, seat covers, Wind-tone horns, built produced for 1190; regular maintenance with records shown, a very genuine car, any examination welcomed; £345; or exchange small car and cash adjustment; H.F. terms.—Mitchell, Erskine, The Broadway, Cricklewood, N.W.2. Gladsstone 7921. (C1007)

**VAUXHALL 28**

**BRUTONS**, Ltd., Vauxhall 28, extra drop head, taxed, little used; £155—15-14, Osten Mews, Emperor's Gate, S.W.7. Friessant 0542. (C1098)

**VAUXHALL WYVERN & VELOX.**

**CAR MART, Ltd.**

**1951 Vauxhall Wyvern** saloon, 12,000 miles; £650.—The Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. (C1059)

**COACHCRAFT** offer:—

**£505**—1951 (October 1950) Wyvern saloon de luxe, new car with extra drop head, heater and more extras, low mileage, very economical; 3 months' written guarantee; terms to suit and exchange.—Coachcraft, Elm Rd., Epsom, Tel. 6359. (C1053)

**B. J. HUNTER, Ltd.** offer:—

**1950 Vauxhall Wyvern** saloon, most economical and reliable car; £650.

**B. J. HUNTER, Ltd.**, Cricklewood Broadway, N.W.2. Tel. Gladsstone 6303. (C1040)

**£625**—1950 Vauxhall Wyvern, fitted heater, and radio, small mileage, one owner.

**D. TENHAM SERVICE STATION** Ltd., Denham, Bucks. Tel. Denham 2266. (C1070)

**VAUXHALL WYVERN & VELOX**

**1949** model Vauxhall Velox, black beetle leather, in new condition throughout; £450.—Stockwell Rd., S.W.9. Brixton 6251. (C1002)

**1950 Vauxhall Velox**, heater, radio, black, leather; £555—479, Green Lanes, N.15. Pal. 1579. (C1004)

**PRIDE & CLARKE, Ltd.**—1949 Vauxhall Velox saloon, black/brown leather, heater, radio, one owner; £475.

**THREE** months' guarantee; terms, exchange; lists.—3, Stockwell Rd., S.W.9. Brixton 6251. (C1002)

**1949 Wyvern** black saloon, in very good condition, fitted with heater; £495.—Apply Fletcher, Meade Grange, Chesham, Bucks. (C1052)

**1950** model Vauxhall Velox saloon, 11,000 miles, as new, radio, heater; £575.—Moore's, Jagua, Hove 36678. (S1079)

**1951 Vauxhall Velox** saloon, one owner, mileage 1,600, as new.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0812/2. (C1040)

**1951** Vauxhall Velox, excellent condition; £555; balance of covenant.—Sidney Marcus, Ltd., 23, Sloane St., S.W.1. Tel. Sloane 3557. (C1008)

**1951 (August)** Vauxhall Velox saloon, black, red leather, interior covers, heater, 5,000 miles, as new, B.M.T.A. consent; £650, or part exchange.

**G. EUSTON NEWMAN & Co.**, 369, Euston Rd., N.W.1. G. Euston 4466. (C1003)

**1950 Vauxhall Wyvern** saloon, black with brown leather, low mileage, excellent order; £425.—Stratstone, Ltd., 40, Euston Rd., W.1. Mayfair 4404. (C1002)

**1952** latest type Vauxhall Wyvern saloon, black, immaculate, controlled price, B.M.T.A. consent.—Broadway Motors, 67, High St., Moulton, Tel. 0179. (C1073)

**VAUXHALL**, 1952 model, Wyvern saloon, grey/red, fully service, approx. 1,000 miles since rebores, Douglas 7598. (S1044)

**VAUXHALL Velox**, 1948 (October), one owner, carefully service, approx. 1,000 miles since rebores, radio, heater, fog lamp, immaculate paintwork; £475; private sale, but hire purchase possible.—Pri. 6159. (S1062)

**WYVERN**, 1948, black, very clean, choice of 5000; Velox, 1949, finished grey.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Essex. Tel. Waltham Cross 2760. (S1023)

**1952 Wyvern**, new styling, fitted heater, etc., 7,000 miles, B.M.T.A. consent; £555.—Brittas & Colonial Motors, Ltd., 13/14, Upper St., Martin's Lane, W.C.2. Temple Bar 3586. (C1067)

**1952 Vauxhall Velox** saloon, new styling, many extras, 3,000 miles, subject balance covenant.—Brittas & Colonial Motors, Ltd., 13/14, Upper St., Martin's Lane, W.C.2. Temple Bar 3586. (C1067)

**1950** model Vauxhall Velox saloon, first registered heater, mileage 12,000, excellent condition; £550.—Apply Summerdale Stores, Chichester. Tel. Chichester 4964. (C1054)

**1949 Vauxhall Velox** de luxe saloon with heater, with special red leather upholstery; must be seen; cash or terms.—Broadway Motor Co., 5-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. (S1551)

**VAUXHALL MISCELLANEOUS**

**SHAW & KILBURN, Ltd.** for Vauxhalls.

It is important that the car you purchase is in excellent condition throughout.

**SELECTION** of such modern Vauxhalls at 4-6, Berkeley Sq., W.1. Grosvenor 4328. (0017/R)

**HAMILTON MOTORS (LONDON)**, Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealer.

**1947 Vauxhall 14 J**-type, black, brown leather, an immaculate example of the famous J.

**1947 Vauxhall 10**, black, Tegan covers, mechanically sound throughout.

**1939 Vauxhall 14** saloon, black leather, very good tyres and mechanically sound.

**A** LWAYS a good selection of used Vauxhalls in stock; H.M.I. will purchase for cash all Vauxhall cars, including latest models. (C1052)

**VAUXHALL**, and other makes of used cars in good condition, let us know of your requirements. Tel. Uxbridge 737—Gregory's of Uxbridge. (0039/R)

**GRAMHAM BROTHERS (MOTORS)**, Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9697), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. (0285/R)

**Vauxhall Miscellaneous Cars Wanted**

**CAR MART, Ltd.** wish to purchase Vauxhall cars—150, Park Lane, W.1. Grosvenor 5434. (0975/R)

**SHAW & KILBURN, Ltd.** Vauxhall main dealers.

**WILL** purchase modern Vauxhall cars.

**4-6 Berkeley Sq. W.1. Grosvenor 4328.** (0018/R)

**Vauxhall Miscellaneous Cars Wanted**

**MODERN** low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Gibbs Garage, Ltd., 111a, Earle Court Rd., S.W.5. Fro. 0083. (0479/R)

**URGENTLY** required post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. (W2032/R)

**C.A.C.**

**CROYDON AUTOMOBILE COMPANY, Ltd.**

**VAUXHALL-BEDFORD** rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamo, starters, distributors, etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at—

**BEDFORD** House, 320-328, London Rd., Croydon, B. Tel. Thornton Heath 3276 (14 lines). (0005/R)

**BROADWAY MOTOR CO.**

**WE** specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

**GEAR** boxes, differential units, front suspension 5 units complete, large stocks of Vauxhall spares.

**BROADWAY MOTOR CO.** 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 4555. Grant's Autoparts, Wimbledon, London. (0685/R)

**K. J. MOTORS, Ltd.**—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—13/14, Upper St., Martin's Lane, Kent. Rev. 5456-7-8-9. (0393/R)

**VETERAN CARS**

**WELHAM** Veteran Car Specialists, Buriton Hill Rd., Buriton, Emsbury 1975.—Buy and sell pre-1918. (0801/R)

**VOLKSWAGEN**

**COLBORNE GARAGE, Ltd.**

**COLBORNE GARAGE, Ltd.** (The Volkswagen People), we are the sole distributors for Volkswagen spares in Great Britain and can supply all engine, chassis and body spares, etc. Our workshop are fully equipped for all types of repairs in connection with this vehicle.

**COLBORNE GARAGE, Ltd.**, 12, Berkeley St., W.1. (Mayfair 5051), and 12, Chelsea Manor St., S.W.4 (Fleming 8121).

**COLBORNE GARAGE, Ltd.** (The Volkswagen People), Ripley, Surrey, Tel. 3861. (0373/R)

**Wills-Overland Spares and Service**

**JACK OLDING & Co., Ltd.**, Wills-Overland distributors for the United Kingdom.—6-10, Audley St., Mayfair 5242. (S1030/R)

**WOLSELEY**

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**EUSTACE WATKINS, Ltd.** the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

**1950 Wolseley 6/80** saloon, grey, 23,000 miles, radio, one owner.

**1949 6/80** saloon, black, 20,000 miles, carefully used.

**LOW** mileage Wolseleys are scarce; should your model register for sale put your name on our used cars list.

**EUSTACE WATKINS, Ltd.**, 12 Berkeley St., W.1 (Mayfair 5051), and 12, Chelsea Manor St., S.W.4 (Fleming 8121). (C1046)

**CAR MART, Ltd.**

**1948 Wolseley 12/48** saloon, guaranteed; £545.—Car 1212, Mart, Ltd., 320, Euston Rd., N.W.1. Euston 01039. (C1039)

**H. A. SAUNDERS, Ltd.** offer:—

**1951 Wolseley 6/80** saloon, green with green upholstery, heater, reconditioned mileage 13,500; £695.

**836**—842, High Rd., N.12. Hillside 0024. (C1027)

**CLANFIELD LAWRENCE** offer:—

**1947** model Wolseley 14 de luxe saloon, black with brown leather, one owner, 35,000 miles, engine completely overhauled, magnificent throughout; £550.—407, High Rd., N.12. Finchley 0091. (C1053)

**PHILIP RICKARDS, Ltd.** offer:—

**1951 (Nov.) Wolseley 6/80** saloon, green, 6,000 miles, 4-Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (C1051)

**KENTISH & THOMSON, Ltd.** offer:—

**1947 Wolseley 8** saloon, black, brown, small mileage, in excellent order throughout; £305.—564, Wickham Rd., Croydon, Springpark 5477. (C1047)

**1936** Wolseley 12 saloon, excellent condition; £175.

**MAGDALEN MOTORS**, 511, Trinity Rd., Wandsworth Common, Battersea 5573. (S1025)

**1938** Wolseley 14 saloon, exceptional condition; £265.

**JACK WILLIAMS MOTORS**, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C1054)

**£135**—1939 Wolseley 18 drop head coupe, also 1947 14 saloon £165.—Relov. (C1055)

**£245**—1939 Wolseley 16 saloon; terms.—Autoparts, 5, Balham High Rd., Balham 1509. (C1059)

**1950** Wolseley 6/80, green, heater, as new; £695.—Tel. New Cross 1339. (S1641)

**1950 Wolseley 6/80**, low mileage.—Wimbush & Co., Ltd., Abbey House, Victoria St., S.W.1. Abbey 3052. (S1052)

**BEARDS** of Kingston, Wolseley distributors, S.W.4 spares and repairs—102, London Rd., Kingston. (0205/R)

**1936 14hp Wolseley**, rebored, new batteries, tyres perfect, running order; £145, or near offer.

**1939 Wolseley 14** saloon, excellent order; £295.—In F. Devere, Ltd., 69 Broadway, Wimbledon, S.W.19. Liberty 3486. (C1077)

**1951 Wolseley 6/80** black saloon, 8,000 miles, immaculate condition; £195, or offer.—Wills-Overland, 13/14, Upper St., Martin's Lane. (C1046)

**1950 Wolseley 4/50**, regularly serviced, black, brown interior heater; £355.—Saunders, Marlow, Hemel Hempstead, Bosmore 9500. (S1445)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

**WOLSELEY**  
1948 Wolseley 8 saloon, black, new condition; £445. exchange considered.—Longwood, Upper East Ave., Southampton. Tel. 60852. (4915)

1950 (October) Wolseley 4/50 saloon, black and brown leather, small mileage, like new, £595.—Reyn Motors Ltd., 73, Albany St., N.W.1, Euston 6994. (4568)

1948 Wolseley 8 saloon, black, brown leather, been well looked after and in very good condition throughout; best offer over £400; private owner.—Box 3975. (4032)

1947 Wolseley 14hp saloon, black, beautifully kept, in first-class condition; £495.—Mayfair Carriage Co. Ltd., The Hyde, Edgware Rd., N.W.9, Col. 8082. (10804)

1951 Wolseley 6-80 saloon, black, loose covers, radio and heater, many extras, condition as new; £825.—Reyn Motors Ltd., 73, Albany St., N.W.1, Euston 6994. (5094)

1939 series III Wolseley 25 7-passenger limousine, very good condition; £525 or nearest offer.—H. Hardy & Son, 55, Marylebone High St., W.1, Wel. 1101-5. (4963)

595 gns.—Wolseley 6-80, 1949 (registered October, 1952) saloon, black, brown leather, heater, one owner, exceptional condition; terms, exchanges.—Rowland Smith, below: (4963)

295 gns.—Wolseley 10, 1939, de luxe saloon, black, sliding head, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

PRIDE & CLARKE, Ltd.—1949 Wolseley 4-50 saloon, maroon/brown leather, heater, H.M.V. radio, low mileage, £599. 1949 Wolseley 14 saloon, black/brown leather, one owner, choice of two from £429. (5024)

THREE months guarantee; terms, exchanges, list.—Stockwell Rd., S.W.5, Brixton 5251. (5024)

1936 Wolseley 25hp 7-seater limousine, black, division, excellent condition throughout; inspection and offers invited; private institution for the Blind, 50, Granby St., Leicester. (4969)

£799!!!—1951 Wolseley 6/80 saloon de luxe; this vehicle is small mileage and literally looks like brand new inside and out; 3 months' guarantee; hire purchase, exchanges. (C5054)

AMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12, Fin. 6231. (C5054)

WALTER SCOTT, Ltd.—April, 1951, 6/80 Wolseley, black, 6,000 miles, brand new condition; £825, terms, exchanges.—39, Colless Crescent, Hampstead, N.W.3 (Swiss Cottage Tube), Fri. 5914. (C4006)

10hp Wolseley saloon, late 1946, black with brown leather upholstery, very low mileage, kept in new condition; £480, terms, exchanges.—C. H. Hall, Ltd., 202, King St., Hammerhead, W.8, Riverside 294. (C5031)

1947 Wolseley 4-door de luxe saloon, 14hp, colour black, new engine fitted June this year, immaculate; £435.—Colman's Car Sales, Ltd., 292-308, Lank Rd., W.5, Tel. Maida Vale 5134, 56512. (4987)

1939 Wolseley 10, radio, same as post-war model, exceptional specimen, mechanically overhauled throughout, including, reconditioned engine, brakes, steering, etc., original upholstery very good, must be seen; £315, nr. offer.—49, Baseline Road, Horechurch, Tel. Rom. 7569. (4987)

LIMOUSINE, 1939/39, Series 3, partition, forward occasional, privately owned, exceptional condition, black. £595. (4987)

1947/48 partitioned Limousines, 25hp, black, low mileage, 7-forward, privately owned, meticulously maintained. £765. (Pitt) Limousines—Lima Foundry, Alpe Saunders, Providence Court, North Audley Street, Mayfair-8941. (C1006)

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Miscellaneous Cars Wanted  
ANY good condition post-war car wanted for immediate cash.  
LEE GREEN MOTORS, 343-5, Lee High Rd., S.E.12, Tel. Lee Green 0364. (W2024)

PRIDE & CLARKE, Ltd. the car and motor cycle buyers.—Immediate cash offer any make, year or model; H.P. accounts settled; exchanges.—Write, phone or call, Stockwell Rd., S.W.5, Bri. 6251. (10740/R)

NAYLOR & ROOT, Ltd. are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18, Battersea 5878. Open 9-8 p.m. each week-end, including Saturday. (W2022/R)

HIRE CARS  
CITROEN Big 15 long chassis 6/7-seater saloon, blue, leather throughout, face forward flush folding occasional, radio, heater, outstanding condition, ideal hire car; £295; exchanges; deferred terms.—John B. Truscott, Ltd., 179, Westbourne Grove, W.11, Bay. (M4035)

AMBULANCES  
NEW and used.—Lawton-Goodman, 135, Crickwood Broadway, N.W.2. (M4062)

MOBILE CANTEENS, KITCHENS, ETC.  
MOBILE canteen shops, offices, kitchen, vehicles and trailers, largest selection in U.K.—Lawton-Goodman, 135, Crickwood Broadway, N.W.2. (M4062)

BREAKDOWN VEHICLES  
1937 Leyland 1117 1 tone down lorry, 5 almost new tyres, good serviceable condition throughout; £175. (10717/R)

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (M4053)

FORD 4x4 chassis, fitted twin boom, power operated, Holmes recovery gear; £575.—Jacquier, Ltd., 22-7, Hammerhead Rd., W.8, Riverside 6977-8. (C5043)

MOTOR CYCLES FOR SALE  
S. A. COLLES, Ltd.—England's leading motor cycle dealer, offer a large selection of new models for immediate delivery; exchanges; hire purchase; everything for the motor cyclist.—364-368, High Rd., Epsom, E.10. (10541/R)

MOTOR HEARSES  
A & S Stock highest quality Hearses (A. & S. exclusive equipment) Ready Service—Inspection. (10541/R)

AUSTIN 1952 20hp 6-beater streamlined Coachwork, A certified machine, magnificent outfit. (10541/R)

AUSTIN 1952 Beaver/Dek 16hp, also Shoreline 5-door 6-beater, exclusive design, lavish equipment (unregistered). (10541/R)

HUMBER 1952 Phase-III Beaver/Dek Deluxe Coachwork, lavishly equipped, genuine mileage 22,000; £555. (10541/R)

ROLLS-ROYCE 1935 Phantom II streamlined 6-beater 1952 Coachwork, exceptional carriage; £1,365. Also Phantom III 5-door 6-beater 1952 Coachwork, mileage 30,000, magnificent carriage, reasonable cost. (10541/R)

A. PLY & SAUNDERS, General Trade Coachbuilders, North Audley Street, Mayfair-8941. (M1006)

AUSTIN 30hp hearse, 1936, 5-door beater body with parts, new owner, genuine mileage 22,000; £555. (10541/R)

ROLLS-ROYCE 1935 Phantom II 5-door beater body with parts, new owner, genuine mileage 22,000; £555. (10541/R)

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This section closes for press at 10.0 a.m. on Fridays

## COMMERCIAL VEHICLES

L YNK, FRANK & WAGSTAFF, Ltd., offer:—

1950 Morris Commercial J type 10cwt van, mileage 4,000, one owner, in plain colour; £475. (4987)

1946 Ford 10cwt, body reconditioned throughout, good mechanical order; £285. (4987)

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1951 Austin three-way 25cwt van, as new; £465. (4987)

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**LONDON CARAVAN CO., Ltd.**—One of the World's largest and oldest established distributors and agents for caravans of repute. Brochure of National Caravan Council approved models. If you cannot call please write or phone for full information now to our head office at Barnet By-pass, Elstree (1165 and 1964), or "Court Mount", Canterbury Rd., Birmmington-on-Sen. (0524) 41057.

**A CARAVAN H.P. chance.**  
 A n.h.p. problem? The h.p. companies allow the extra interest to customers of U.K.'s largest distributor with a fine bank reference and the largest selection of vans, all guaranteed uniquely with free van lent for faulty one. £25 deposit lent. The Caravan Residents Association to get and keep you a site, free fares over 100 miles away and cheap delivery. All branches open 7 days a week. See who will write for lib free brochures, advice articles to Dept. A.C. Taplow—A. S. Jenkinson, Ltd., Equal Selection London Branch, 80, Oxford St., London, W.1. Tel. Langham 5066.7, 2 minutes Tottenham Court Rd. Tube. Also Bath Rd., Taplow, Bucks. Tel. Maidenhead 5454.5.6. Easy to reach, right on Main A. Taplow Station 4 mins. 37.39. Hammersmith Bridge Rd., W.6. 1 minute H'mith Broadway. Tel. Riverside 2141. (M2045)

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**WATFORD CARAVANS, Ltd.** Hall Park Garage, Berkhamstead, Tel. Berkhamstead 1970-71. (0035) R

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**CAR MAKERS APPROVE** Witter towing brackets.—Witter, Tongue St., Chester, 4. (0579) R

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**WORTH** caravan and trailer, chassis, undergear, coupling, jacks, jockey wheels and all component parts. Write for list.—Jerry Wadsworth & Son, Ltd., Roper Road, York. (01904) R

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**UP-TO-DATE** on Caravans? Read "Modern Caravan" each month; full of news, views, information and practical help; 1/- from bookstall; 1/5 by post from Heathcote Court, Strand, W.C.2. (0329) R

**THE** magazine written for caravanners by caravanners is "The Caravan", original and blessed; experts and reviews every by it; authoritative, informative, enjoyable; monthly 9d from your newsagent, or by post 12/- year from A. C. Bart. Publisher, Link House, Stone St., London, W.C.1. (0558) R

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**PRATT** trailers, 3 to 6-cwt carrying capacity for touring, camping, farming, boating, etc.—Pratt Engineering Co., Northallerton, Yorks. (0547) R

**LONDON** stockists for Brookhouse and Tasker trailers for private and commercial purposes. Delivery from stock; trailers available for hire.—Jarvis & Sons, Ltd., Morris House, Morden Rd., S.W.13. Liberty 8281/R. (0361) R

# NEW CARS FOR SALE

## ALLARD

**ARTHUR E. GOULD, Ltd.** 290-292, Regent St., W.1. LANCAN 1594-5.

**MAIN** distributors for all Allard models.

**PHONE** or write for details or demonstration.

**1952** unregistered new saloon, blue.—Manchester, Blackburn, Blackburn, Bedfordshire and Essex. (0480) R

**DAENHAM MOTORS, Ltd.** distributors for Middlesex, Hertfordshire, Bedfordshire and Essex. (0480) R

**56** Park Lane, W.1. Regent 4866, 374, Ealing Rd., Ealing, Middlesex. (0293) R

**IMMEDIATE** delivery: Allard Safari estate car, 1950 model. All with full upholstery, new and unregistered. (0480) R

**H. A. SAUNDERS, Ltd.** Austin House, Castle St., Worcester. Tel. 230. (09005) R

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**ALVIS** sales, spares and service.

**JAMES H. GALT, Ltd.** the Distributors, 52, Woodlands Rd., Glasgow, C.S. Tel. Douglas 7598. (0751) R

**CHARLES POLLETT, Ltd.**—Alvis repair specialists.

**OFFICIAL** Alvis spare parts stockists.

**TRADE** supplied.

**SERVICE.** Barnsdale Yard, off Elgin Avenue, W.2. Tel. Cunniff 5936-7. (0307) R

**INGSTON-ON-THAMES.**—Alvis sales and service.

**G. W. WILKIN, Ltd.** 1, Weston Park, Kingston-on-Thames, Kin. 2241. (0203) R

**MANCHESTER.** Alvis main agents: sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Man. 15, Regent 2974-5. (0255) R

## ARMSTRONG SIDDELEY

**PASS & JOYCE, Ltd.**

**LONDON** and district distributors for the new distinctive Armstrong Siddeley car.

**184**—189, Great Portland St., London, W.1. Museum 1001. (0711) R

**HENLIS, Ltd.** 1-3, Peter St., Manchester.—Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Blackfriars 7043. (0603) R

## AUSTON MARTIN

**HAROLD RADFORD & Co., Ltd.** officially appointed Auston Martin retailers.—Sales and Service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). (N3047) R

## AUSTIN

**C**AR MART, Ltd., London Austin Distributors, accept orders for delivery in rotation.—297, Euston Rd., N.W.1. Euston 1212. (0351) R

**H. A. SAUNDERS (RADLEY), Ltd.** Radlett 5691-6. (04003) R

**SHEERLINE**, choice of two available immediately.—H. Herbert & Mills, Church Rd., Ashford, Middx., Tel. 349. (N235) R

**BREW BROTHERS, Ltd.** agents for Austin cars, sales and service.—155, Old Kensington High St., W.8. W.4. Western 5641. (0710) R

**AUSTIN 16** hire car, brand new and unused, available for immediate delivery.—Bridgwater Motor Co., Bridgwater, Tel. 2218. (04715) R

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**IMMEDIATE** delivery of new Austin A70 Hereford saloon, finished in beige, other colour schemes on special order; list price plus purchase tax, £976 16.8.

**BREW BROTHERS, Ltd.** 155, Old Brompton Rd., W.8.7. Kensington 2465. (0464) R

**IMMEDIATE** delivery Princess Sheerline and A90 sports saloons; exchanges and deferred terms.—Lambert & Co., Ltd., 4, Grosvenor St., Kingston, 3151-4. (0430) R

**PRIDE & CLARKE, Ltd.** offer immediate delivery of Austin Sheerline saloon; orders accepted for future delivery of other models.—237, Brixton Hill, W.8.2. Tel. Kensington 4073. (0735) R

**AUSTIN Sheerline** saloon for immediate delivery; any car taken in part exchange.—Rose & Young, Ltd., 65-67, Birmmington Ave., Birmmington Hill, S.W.2 (1 minute) Birmmington Hill Station. Tel. 6464. (N3057) R

**J. O'RYOON, Ltd.** invite your inspection of the new model Austin 7 saloon now in their showrooms; orders accepted for delivery in rotation.—139, Fulham Rd., S.W.3. Ken. 1410. (0484) R

**DELIVERY** new Sheerline and Princess saloons, 16hp hire car, other models in rotation, from the South London Austin Depot, Fynn & Stevens, Ltd., 57, Fire Lane, S.W.13. Repairs and service to Austin exclusively. (0809) R

**DON'T** miss your chance to book your new Austin car for early delivery, including A40 Countryman; all you need do to secure one and full market value for your present car (subject to inspection) is go to the nearest of Crickwood, Ltd., 200-220, Crickwood Road, N.W.2. Gls. 2234. (N2008) R

## BENTLEY

**CAR MART, Ltd.**

**OFFICIAL** retailers, will be pleased to accept orders for future delivery for the Bentley Mark VI, with standard or special coachwork.

**SHOWROOMS:** 1/5, Peter St., Manchester 2. (N0053) R

**GROSE, Ltd.** Northampton.

**OFFICIAL** Bentley retailers

**SHOWROOMS** and service.

**MAREFAIR, Northampton.** Tel. 4540. (0563) R

**DAVID ROSEFIELD, Ltd.**

**OFFICIAL** Manchester Bentley and Rolls-Royce retailers.

**SHOWROOMS:** 1/5, Peter St., Manchester 2.

**PHONE:** Blackfriars 4942.

**SERVICE** station: Chertem Hill Rd.

**MANCHESTER, 8, Tel. Blackfriars 2302. (0506) R**

**RIPPOON BROS., Ltd.** the latest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce saloons since 1905.—Rippon Bros., Ltd., Huddersfield 707. (048) R

**JACK OLDING** of Rayner, official Bentley and Rolls-Royce retailers, offer a new and unregistered (large) Mark VI Bentley with Prestone & Webb over-engineered chassis for early delivery.—Audley House, North Audley St., W.1. Maricar 5242-5-4. (N3030) R

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**RAYMOND WAY, Ltd.**

**RAYMOND WAY** of Kilburn

**RAYMOND WAY, The Bond Distributors.**

**1952** Bonds for early delivery; special service department; parts; accessories; also Tickford spares; Bond-trainee manager; scores for all models; free advice to all Bond enthusiasts; apply for demonstration to our new Post-War Car Department.—Kilburn Bond, N.W.6, Maids Vale 6044 (20 lines). (0830) R

**BOND MINICAR.**—Central Garage, Crayford, distributors for Bond Minicars, offer complete sales, spares, service facilities; demonstrations arranged; part-exchange, deferred terms, etc.—Central Garage, Pell Rd., Crayford 7464. (N1042) R

**BOND MINICAR** distributors; see, try, pay deposit and drive away the world's most economical car; all the latest models from £207/8/4 or £289/4 deposit; balance over 18 months, exchanges welcome.—Pride & Clarke, Ltd., Birmmington, S.W.3 Birmmington 6251. (0682) R

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**OFFICIAL** Bristol retailers.

**FALCON Works, London Rd., Isleworth.** Tel. Hounslow 1001. (N2015) R

**KENTON DAVIES & MARCH, Ltd.**

**OFFICIAL** Bristol retailers

**41**—42, Hay's Mews, Berkeley St., W.1. Gros 2563. (0295) R

**SCOTLAND** and Northern England; consult the enthusiasts.—James H. Galt, 52, Woodlands Rd., Glasgow, C.S. Tel. Douglas 7598. (0751) R

**BRISTOL** in the Western Counties; new and used models, service and spares, advantageous delivery, new distributors.—Charles Crookall, 107, Birmmington Rd., The Centre, Bristol, Tel. 25280. (0351) R

**ANTHONY CROOK.**—Latest models with all modifications on view now at 403 with Crook Motors, Ltd., leading distributors of Bristol cars.—Caterham Hill, Surrey. Tel. 2252-3. (0554) R

## BUICK

**BUICK.**—Sole concessionaires, Lendrum & Hartman, 2 Ltd., Buick House, Albemarle St., London, W.1. Regent 7121. (0598) R

## CADILLAC

**CADILLAC.**—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Regent 7121. (0526) R

## CHEVROLET

**BRITISH & COLONIAL MOTORS, Ltd.** 15-14 Upper St., Martin's Lane, W.C.2. Temple Bar 358. (N1027) R

## DAIMLER

**DAIMLER.**—Coventry & Jeffs, Ltd., distributors for North Somerset, Dorset, Gloucestershire and Wiltshire; reasonable delivery; demonstrator available; enquiries welcomed.—Bristol 2091. (0983) R

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**SELBORNE (MAYFAIR), Ltd.**—Concessionaires for O.B. Brit. Empire, U.S.A.—62, Park St., W.1. (0661) R

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**DAENHAM MOTORS, Ltd.** Ford main dealers.

**56** Park Lane, W.1. Regent 4866, 374, Ealing Rd., Ealing, Middlesex. (0293) R

**56** Park Lane, W.1. Regent 4866, 374, Ealing Rd., Ealing, Middlesex. (0293) R

**W.C.1. Museum 6073.**

**F.C. H. PEACOCK, Ltd.** main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balmham High Rd., S.W.17. Balmham 4401 (5 lines). 104, Ford Distributors for London and Home Counties. (N1027) R

**DON'T** miss your chance to book your new Ford car for early delivery; all you need do to secure one and full market value for your present car (subject to inspection) is go to the nearest of Crickwood, Ltd., 200-220, Crickwood Road, London, N.W.2. Gls. 2234. (N2008) R

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**REQUESTS** for literature and information in respect of the latest Mark II Frazer Nash Le Mans Replica, Targa Florio and Mille Miglia models should be addressed to A.P.P. & Co. Works, London Rd., Isleworth, Hounslow 0011. (0478) R

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**IF** stock for immediate delivery:

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## H.R.C.

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**HENLYS, Ltd.,**

**ENGLAND'S largest Jaguar distributors.**

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**MANCHESTER: 1-5, Peter St. (Blackfriars 7845.)**

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**H**

**BENTLEY & PARTNERS, Ltd., 9, Albemarle St.,**  
W.1. Grosvenor 5551.

**MAIN agents for Javelin and Bradford: deliveries**  
from stock. (10759/R)

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**CLARKE'S OF PIRBRIGHT, automobile engineers—**  
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**DEMONSTRATION car available.**

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**ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet**  
4100. (10581/R)

**NEW Jowett Jupiter special coupe, immediate delivery.**

**Autowork, Ltd., Winchester, Tel. Winchester 4434.**

**JOWETT Jupiter convertible for immediate delivery.**

**Shaw Motors, Ltd., 696-675, Garratt Lane, Lon-**  
don, S.W.17. Wilm. 5031-2. (10409/R)

**KINGSTON-ON-THAMES main agents for Jowett,**  
Javelin and Bradford vans—G. W. WILKIN, Ltd.,  
1, Weston Park, Kingston 2241-2. (10380/R)

**JOWETT main agents for Jowett Javelin—Saxon**  
Jeffries, Ltd., 32, Wilmshurst Rd., Didsbury, Man-  
chester, 20, Tel. Did 3444, 5340. Spares in stock. (10412/R)

**WIMBORNE & Co., Ltd., Headfort Place, S.W.1, offer**  
complete service and spares for Bradford's and  
Javelins—Service, Gloane 0158. Prompt delivery, sales  
Abbey 6995. (10167/R)

**RED CIRCLE, Ltd.—Main agents for Jowett Javelin**  
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Tottenham 196, 7555. (10504/R)

**TRINITY CARS, Ltd.—Jowett main agents for immediate**  
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**KAISER-FRAZER sales and service, Corps Diploma-**  
tisme supplied for sterling; prompt delivery; U.S.  
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(10309/R)

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**J BLAKE & Co., Ltd.,**

**LAGONDA distributors.**

**OFFER for immediate delivery:—**

**LAGONDA saloon and Lagonda drop head coupe; part**  
exchange considered.

**J BLAKE & Co., Ltd., 110, Bold St., Liverpool, 'Grams**  
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**HAROLD RADFORD & Co., Ltd.**

**OFFICIALLY appointed Lagonda retailers.**

**SALES and service at Melton Court, South Kensington,**  
London, S.W.7. Kennington 6642 (5 lines). (103047/R)

**PIPPBROOK GARAGE—We are officially appointed**  
agents for Lagonda and Aston Martin cars—  
44, Dorling 369. (10159/R)

## LEA-FRANCIS

**WEST Yorkshire distributors of Lea-Francis cars—**  
Marshall's (Hull), Ltd., King's Cross Rd., Hull,  
Tel. 5044. (10470/R)

**J C. ALEXANDER, Ltd., main distributors in the**  
North for the Lea-Francis products—180, Deane-  
gate, Manchester, Tel. Deansgate 4795. (10045/R)

**LEA-FRANCIS Birmingham and Midlands distribu-**  
tors—Henry Carter, Ltd., Showrooms, 221, High  
St., Deritend, 12, Works, 108, Alcester Rd., Moseley, 13.  
(10118/R)

**SOUTH WALES—Mon. main distributors for Lea-**  
Francis products, early delivery offered—Clanfield  
Lawrence, Ltd., 4, City Rd., Cardiff (Tel. 2053).

## MORGAN

**FOR sale, new Morgan Plus Four coupe—J. Corydon,**  
Tel. 139, Fulham Rd., S.W.3. Ken. 1410. (10453/R)

## MORGAN

**BASIL ROY, Ltd., Morgan distributors, orders now**  
accepted—161, O. Portland St., W.1. Landham  
273. (10510/R)

**MORGAN Plus-Four distributors; send a.s.f. for full**  
specification & new Plus-Four 2-seater chassis  
only for early delivery—Motocourse (London), Ltd., 61  
North Rd., East Finchley Station, N.3. Tudor 8201-2.  
(10155/R)

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**ORDERS accepted for favourable delivery—Pride &**  
Charles, Ltd., Stockwell Rd., S.W.9. Bri. 6251.  
(10735/R)

**WARDE, of Putney—Morris main dealers, sales,**  
service and spares—38, Feltham Rd., S.W.15.  
Putney 5060. (10404/R)

**MAIN T. users: your chance to book your new Morris**  
car for early delivery; all you need to do to secure  
one—and full market value for your present car is  
(subject to inspection)—go to Ferraris of Cricklewood,  
Ltd., 200-220, Cricklewood Broadway, London, N.W.5.  
Cladstone 2234. (10208/R)

## NASH

**NASH cars, spares and repairs through Nash Con-**  
cessionaires, Ltd., only—Nash St., Albany St.,  
N.W.1. Euston 5550-9. (10562/R)

## OLDSMOBILE

**DISTRIBUTORS (RAWLINS), Ltd.—Sales, Service**  
and Spares—1, Richmond Heath Garage, W.1. Surrey  
Tel. Lingfield 350-1. (10582/R)

**OLDSMOBILE main dealers for London, Midlands,**  
Essex and adjoining Counties: Les Garages, Ltd., 5  
Lexington St., W.1. (Oxford 9600). Service Work-  
shops and Spare Parts, Pemberton Villa (near  
Woburn Grove), W.11. (Bavewater 6626-7). (10537/R)

## OPEL

**LANCASHIRE and Cheshire distributors for Opel**  
sales, service and spares—GROSVENOR GARAGE, Burnage Lane, Manchester,  
13, Rus. 2075-5. (10159/R)

## PEUGEOT

**TOM KNOWLES, sole Peugeot concessionaires (Gt.**  
Britain), 19, Erie St., Piccadilly, W.1. May. 3303.  
(10368/R)

## PONTIAC

**PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works,**  
5, Jubilee Place, Chelsea, S.W.3. Faxman 7752-4.  
Also at Pontiac Works, Fernbank Rd., Ascot, Berks.  
(10550/R)

## RENAULT

**IMMEDIATE delivery one only new Renault 750 saloon,**  
Autowork, Ltd., Winchester, Tel. Winchester 4434.

**RENAULT distributors for Birmingham—Henry**  
Garner, Ltd., Showrooms, 221, High St., Deritend,  
12, Works, 120, Alcester Rd., Moseley, 15. (10035/R)

**METROPOLIS GARAGES, Ltd., the Renault distribu-**  
tors for sales service and spare parts for all models.  
—131, MacLure Rd. (Oxford) W.14. Elm. 5965-6-7.

## RILEY

**14-litre delivery ex stock, one only—Monroes**  
14 Motors, Wembley 2636. W. 0758/R

**IMMEDIATE delivery new type 24-litre Riley, black**  
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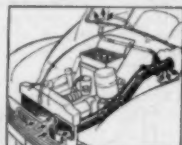
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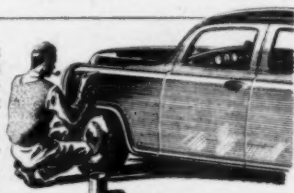
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Please send me patterns and prices of your tailored loose covers, most suitable for my car.

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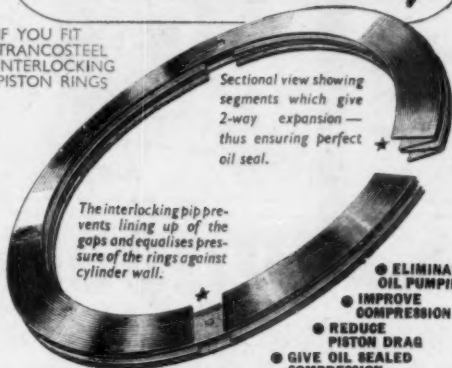
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PISTON RINGS



The interlocking pip prevents lining up of the gaps and equalises pressure of the rings against cylinder wall.

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POST  
6d.



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ROOF RACK

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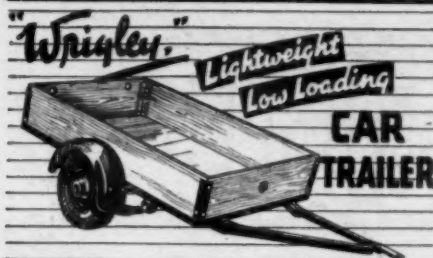
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*The D.A.*  
**AUTOMATIC**  
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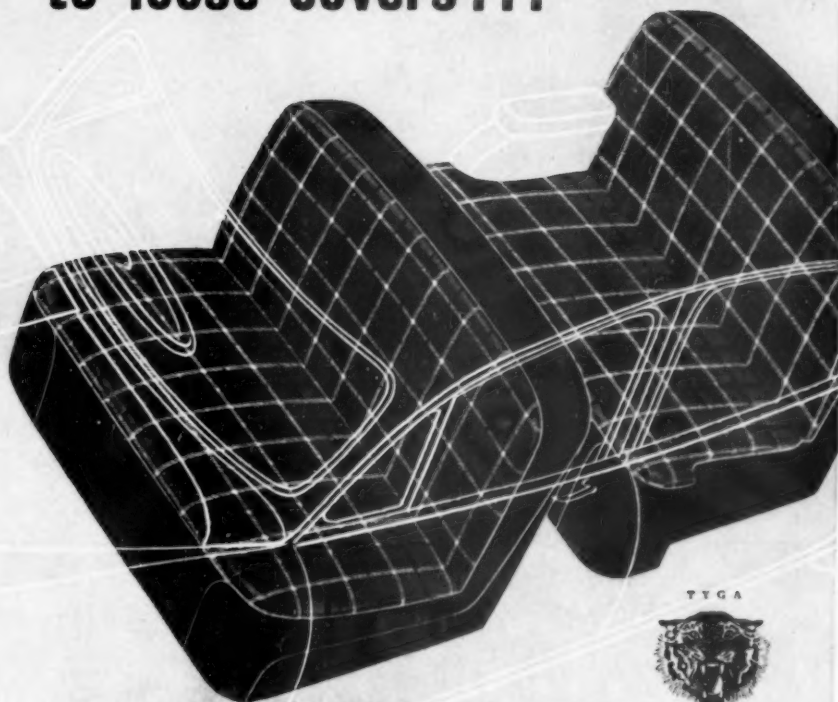
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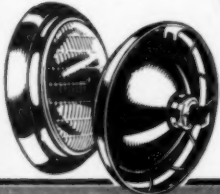
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